Building A Better Long Beach

February 1, 2010

REDEVELOPMENT AGENCY BOARD MEMBERS
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, and adopt a resolution to determine the public interest and necessity for acquiring and authorizing the condemnation of a portion of real property and temporary construction easement rights at 1925 East Pacific Coast Highway, a portion of Assessor Parcel Number 7216-032-019, including improvements, for the Cherry Avenue Widening Project. (Central – District 6)

DISCUSSION

The Redevelopment Plan (Plan) for the Central Long Beach Redevelopment Project Area (Project Area) was adopted on March 6, 2001. The Plan's fundamental purpose is to improve the quality of life for residents and business enterprises within the Project Area. Major goals of the Plan include the elimination of blighting influences and the correction of environmental deficiencies in the Project Area including buildings in which it is unsafe or unhealthy for persons to live or work; small and irregular lots; obsolete and aged building types; shifting uses or vacancies; incompatible and uneconomic land uses; substandard alleys; and inadequate or deteriorated public improvements, facilities and utilities.

The proposed redevelopment actions contemplated under the Plan include the acquisition of a portion of real property and temporary construction easement rights to allow for the reconstruction of streets, utilities, and other public improvements, as part of the Cherry Avenue Widening Project (Project). The Project provides for the construction of roadway, intersection and other related improvements to Cherry Avenue, between 19th Street and approximately 250 feet south of Pacific Coast Highway (PCH). The City of Long Beach's General Plan Update indicates that the intersection of Cherry Avenue and PCH is a location with negative traffic conditions such as high volume, speed and cut-through traffic through the surrounding neighborhood. The City of Signal Hill has prepared a Level of Service Analysis for this intersection, which concluded that the intersection operates at a deficient level of service and the improvements included in the Project would greatly improve the level of service and intersection efficiency.

Advancement of the Project requires the acquisition of a portion of real property and temporary construction easement rights located at 1925 East Pacific Coast Highway near the northwest corner of Pacific Coast Highway and Cherry Avenue (Subject Property) (Exhibit A – Site Map). The acquisition includes approximately 1,148 square feet of real property and 986 square feet of temporary easement rights for the purposes of construction. Existing improvements within the Subject Property include business signs, which would be relocated as part of the Project (Exhibit B – Site Photos).

California Environmental Quality Act

As the lead agency, the City of Signal Hill prepared and certified Mitigated Negative Declaration No. 12/13/06 for the Cherry Avenue Widening Project as required under the California Environmental Quality Act (Exhibit C – Mitigated Negative Declaration).

Resolution of Necessity

Lidgard and Associates, Inc., an independent appraiser, performed an appraisal of the Subject Property on July 17, 2008. On December 17, 2008, pursuant to Government Code Section 7267.2(a), an offer to purchase the Subject Property at fair market value was submitted to the owners of record. The fair market value was determined to be $99,975. The initial offer was rejected by the owners and negotiations have continued without success. The acquisition of the Subject Property will not be possible without the use of the Agency's power of eminent domain.

A Notice of Hearing on the Resolution of Necessity was mailed on January 14, 2010, by certified mail, return receipt requested, and by first class mail to the owners of record of the Subject Property as shown on the latest equalized tax rolls. Said owners were notified that if they wished to appear at the hearing and be heard, they must file a written request to appear with the City Clerk within fifteen (15) days from the date the notice was mailed. The proposed Resolution of Necessity is attached.

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

1. Whether the public interest and necessity require the proposed project;

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

3. Whether the property sought to be acquired is necessary for the proposed project; and

4. Whether the offer required by Government Code Section 7267.2(a) has been made to the property owner or owners of record, or the offer has not been made because the owner(s) cannot be located with reasonable diligence.

Recommended findings of the Agency as they relate to the condemnation of the Subject Property at 1925 East Pacific Coast Highway, a portion of Assessor Parcel Number 7216-032-019, are as follows:

1. Public interest and necessity require the proposed project.

   The Redevelopment Plan for the Central Long Beach Redevelopment Project Area was adopted on March 6, 2001. The goals of the Redevelopment Plan include the correction of environmental deficiencies in the Project Area including inadequate or deteriorated public improvements. The City of Long Beach's General Plan Update and associated studies all indicate that the intersection of Cherry Avenue and PCH is affected by negative traffic conditions such as high volume, speed and cut-through traffic through the surrounding neighborhood. Further, a Level of Service Analysis for this intersection concluded that the intersection operates at a deficient level of service and the improvements included in the Project would greatly improve the level of service and intersection efficiency. Acquisition of the Subject Property is consistent with the Plan's strategic objectives and necessary for the construction of the roadway, intersection and other related improvements.

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

   The fundamental purpose of the Plan is to improve the quality of life for residents and business enterprises within the Project Area. Acquisition of the Subject Property includes approximately 1,148 square feet of real property and 986 square feet of temporary easement rights for the purposes of construction of roadway, intersection and all associated improvements. The acquisition has been planned in a manner that ensures that it will have a minimal impact on the current use of the affected private property and permit the current use to continue after the Project has been constructed. Acquisition and construction of roadway, intersection and other related improvements affects a greater public good with only minimal private injury or impact upon the affected property by increasing the safety and flow of traffic in the surrounding areas.

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

   The acquisition of the Subject Property consistent with the Plan's strategic objectives resulting in the reconstruction of streets, utilities and other public improvements is the proposed project. The intersection of Cherry Avenue and Pacific Coast Highway is a location with negative traffic conditions such as high volume, speed and cut-through traffic through the surrounding neighborhood and is operating at a deficient level of service. It is in the public interest to acquire the Subject Property in order to upgrade deteriorated public improvements consistent with the Plan. The construction of roadway, intersection and other related improvements resulting in improved level of service and increased intersection efficiency cannot be achieved without acquisition of the Subject Property.

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

   Lidgard and Associates, Inc., an independent appraiser, performed an appraisal of the property on July 17, 2008. An offer at fair market value was presented to the owners of record. The offer was rejected. Due to the refusal of the owners to accept the Agency's offer of just compensation based on the fair market value, the real property and temporary construction easement rights cannot be acquired except by the Agency's exercise of its power of eminent domain.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

AMY J. BODEK
EXECUTIVE DIRECTOR

AJB:VSG:mft

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

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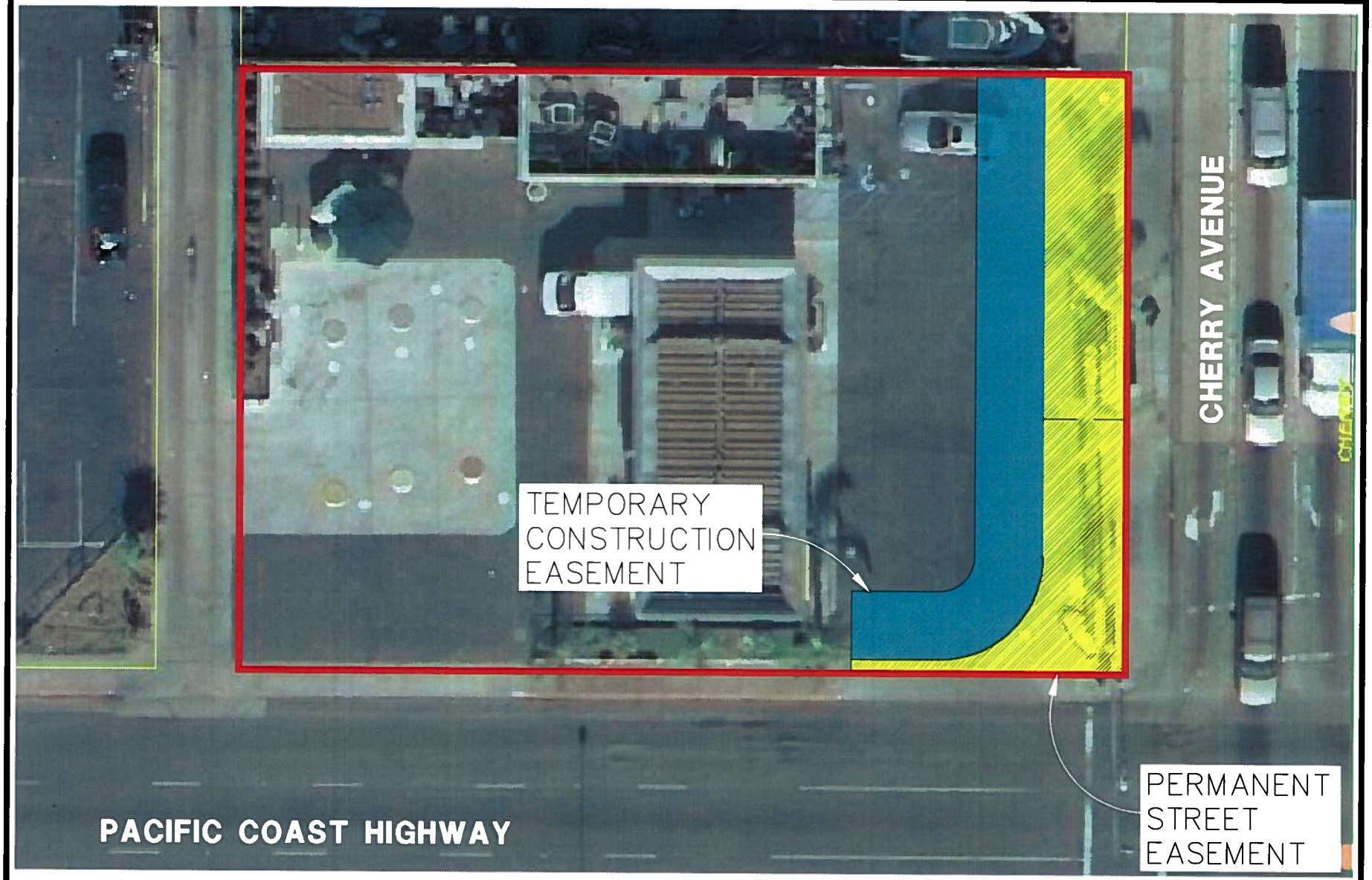

RKA NORTH
– N.T.S. –

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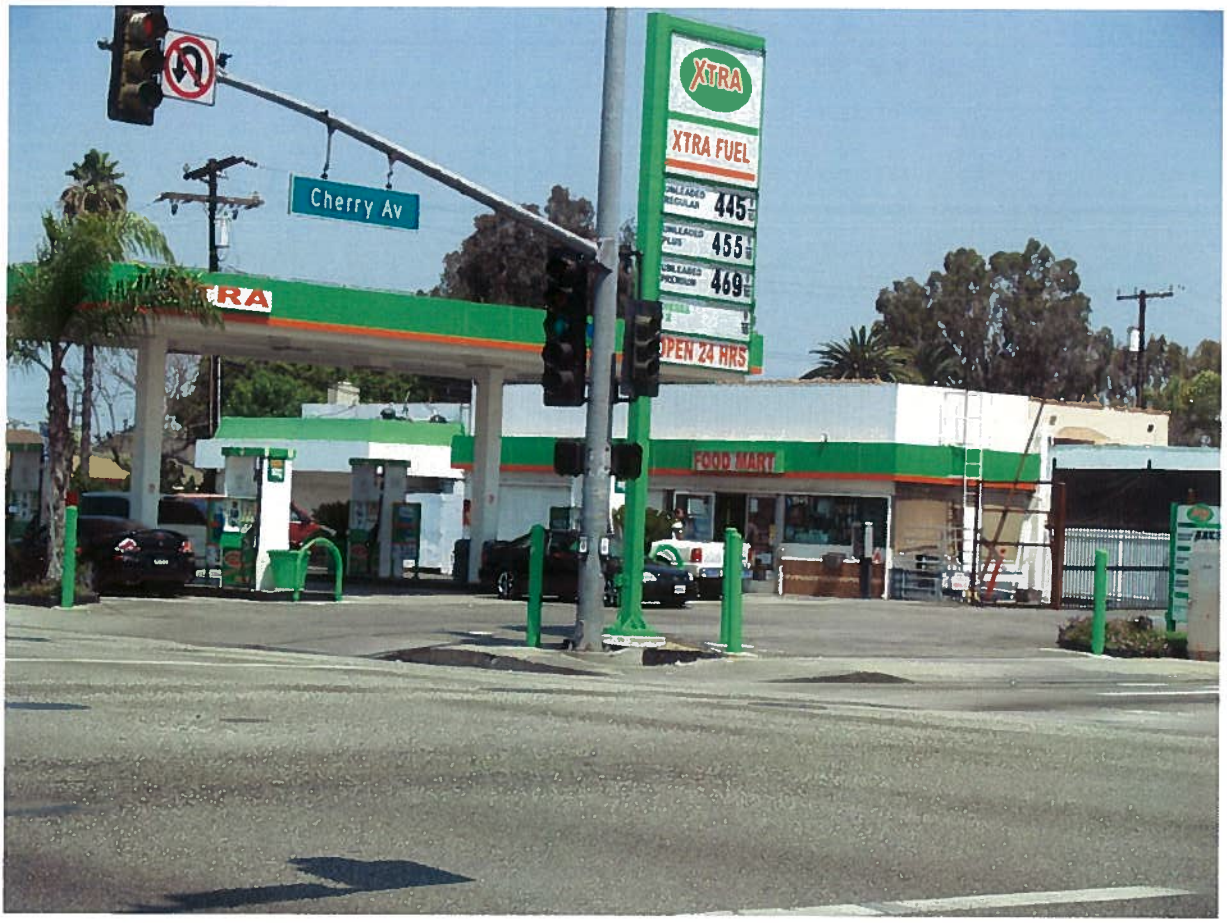
WWW.RKAGROUP.COM

EXHIBIT A
1925 EAST P.C.H.
LONG BEACH, CA

DATE:	SCALE:	DRAWN BY:	SHEET:
01/20/2010	N.T.S.	J.C.W.	1 OF 1

EXHIBIT B

Site Photos

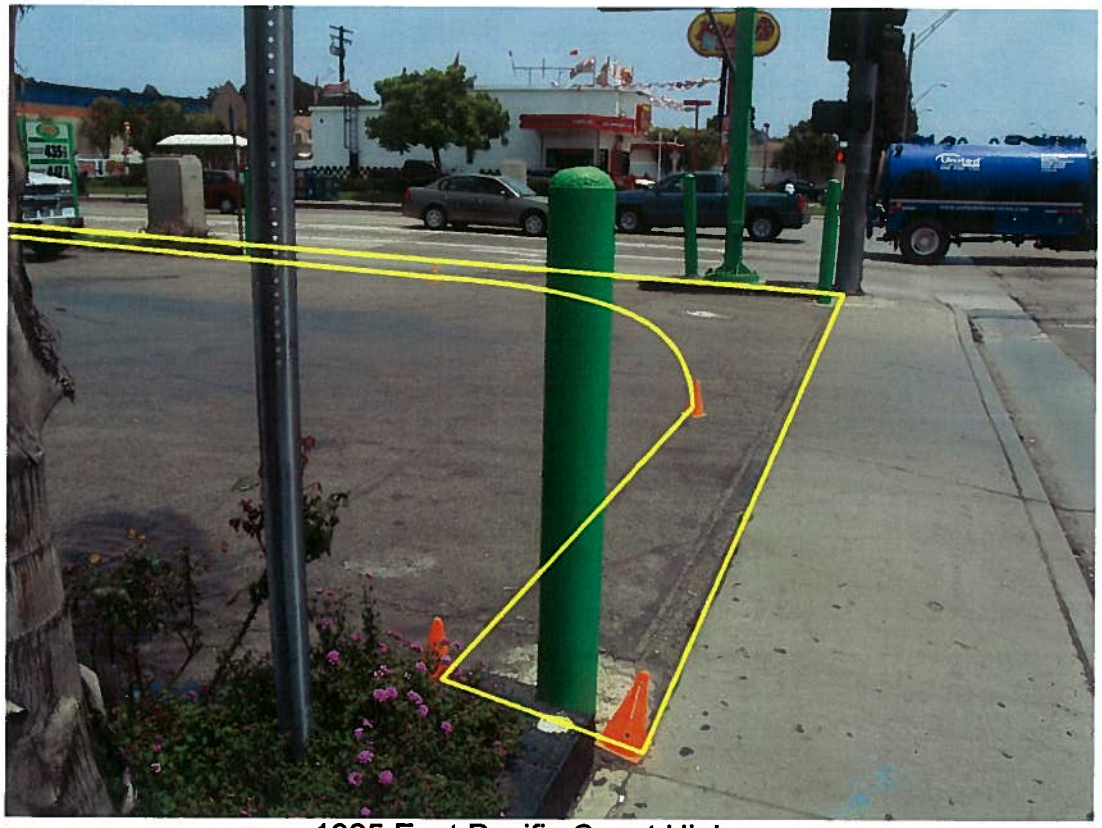


1925 East Pacific Coast Highway
(Northwesterly View)

1925 East Pacific Coast Highway
(Northeasterly View)

1925 East Pacific Coast Highway
(Southwesterly View)

1925 East Pacific Coast Highway
Partial Acquisition Area (Southwesterly View)



1925 East Pacific Coast Highway
Partial Acquisition Area (Northeasterly View)

EXHIBIT C
MITIGATED NEGATIVE DECLARATION

CEQA INITIAL STUDY

CHERRY AVENUE WIDENING PROJECT

SIGNAL HILL, CALIFORNIA

PREPARED FOR:

CITY OF SIGNAL HILL
PUBLIC WORKS DEPARTMENT
2175 CHERRY AVENUE
SIGNAL HILL, CALIFORNIA 90755

PREPARED BY:

RGP PLANNING AND DEVELOPMENT SERVICES
8921 RESEARCH DRIVE
IRVINE, CA 92618

DECEMBER 2006

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Section 1: Introduction

1.1 Project Summary

The City of Signal Hill is proposing the widening of Cherry Avenue from 19th Street in the City of Signal Hill to approximately 250 feet south of Pacific Coast Highway (PCH) in the City of Long Beach. The Project will include right-of-way acquisition, design, and construction.

1.2 Project Purpose and History

The purpose of the Project is to improve the level of service of the Cherry Avenue/PCH intersection and reduce the number of peak hours of delay per vehicle. The intersection of Cherry Avenue and Pacific Coast Highway is currently congested at peak periods resulting in queues and delays. This Project was identified as early as 1994 for the purpose of improving the intersection of PCH and Cherry.

The Project is located in two jurisdictions, the City of Signal Hill and the City of Long Beach. The City of Signal Hill is the sponsor and lead agency for the Project. The City of Signal Hill has been coordinating this Project with the City of Long Beach.

1.3 Document Organization

The organization of this document is according to the following sections:

Section 1: Introduction
Section 2: Project Description
Section 3: Environmental Evaluation
Section 4: Summary of Mitigation Measures
Section 5: Sources

This document incorporates the Environmental Checklist Form from Appendix G of the State CEQA Guidelines. The environmental issue impact questions contained in Section 3 of this document also conform to the required contents of the Environmental Checklist Form.

1.4 Intended Use of this Document

This Initial Study will serve as an information document for applicable public agency decision-makers and the public regarding the objectives and components of the proposed project. The State CEQA Guidelines defines an Initial Study as a preliminary analysis prepared by a Lead Agency to determine whether an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration must be prepared or to identify the significant environmental effects to be analyzed in an EIR.[1]

The Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000-21177);
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000-15387); and,

[1] California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines), Sections 15365 and 15367.

- City of Signal Hill's guidelines for the implementation of CEQA.

1.5 Environmental Checklist Form

As previously referenced in Section 1.2, this document incorporates the required contents from the Environmental Checklist. Subsections 1.6.1 through 1.9 conform to the format and include the required contents of the Environmental Checklist Form.

1.5.1 Project Title

Cherry Avenue Widening Project

1.5.2 Lead Agency Name and Address

City of Signal Hill
Public Works Department
2175 Cherry Avenue
Signal Hill, California 90755

1.5.3 Contact Person and Telephone Number

Charlie Honeycutt, Director of Public Works
City of Signal Hill, Public Works Department
Telephone: (562) 989-7356
Facsimile: (562) 989-7391

1.5.4 Project Location

The project site is located within both the cities of Signal Hill and Long Beach, in the County of Los Angeles (Figure 1). The Project occurs from 19th Street in the City of Signal Hill to approximately 250' south of Pacific Coast Highway in the City of Long Beach. (Figure 2 and Figure 3).

1.5.5 Project Sponsor's Name and Address

City of Signal Hill, Department of Public Works
2175 Cherry Avenue
Signal Hill, CA 90744-3799

1.5.6 General Plan Designation - Existing

The City of Signal Hill General Plan designates its portion of the project site as PI - Public Institutional and 1.1 - Low Density Residential.[2]

The City of Long Beach General Plan designates its portion of the project site as 8M – Mixed Office/Residential, 9R – Restricted Industry, and 2 – Mixed Style Homes.[3]

[2] City of Signal Hill General Plan, Generalized Land Use Map.
[3] City of Long Beach General Plan,

Figure 1: Regional Location

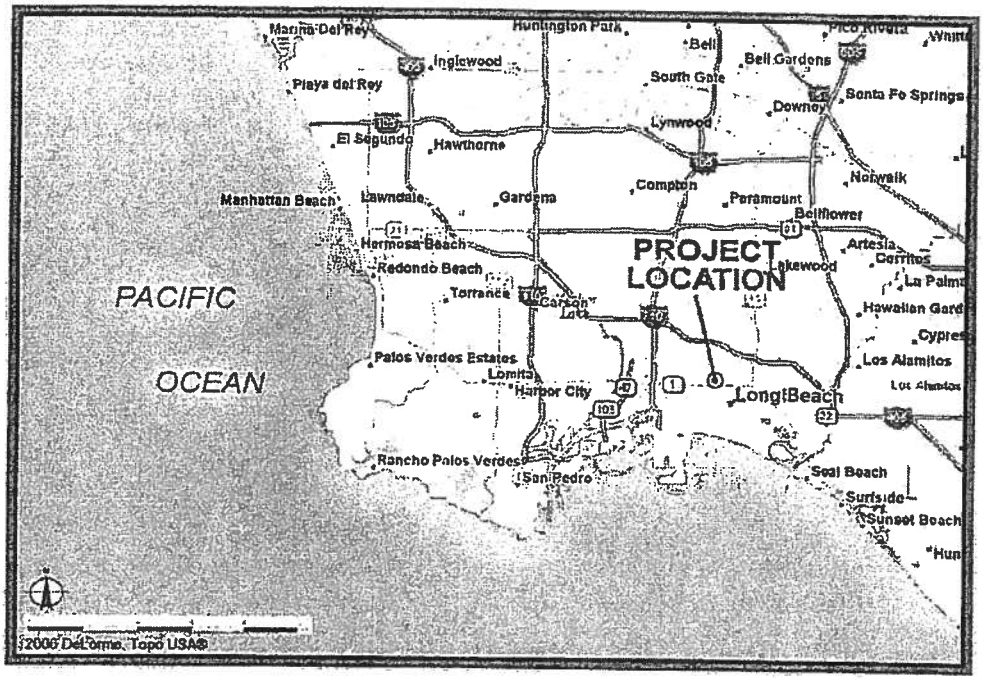


Figure 2: Vicinity Location

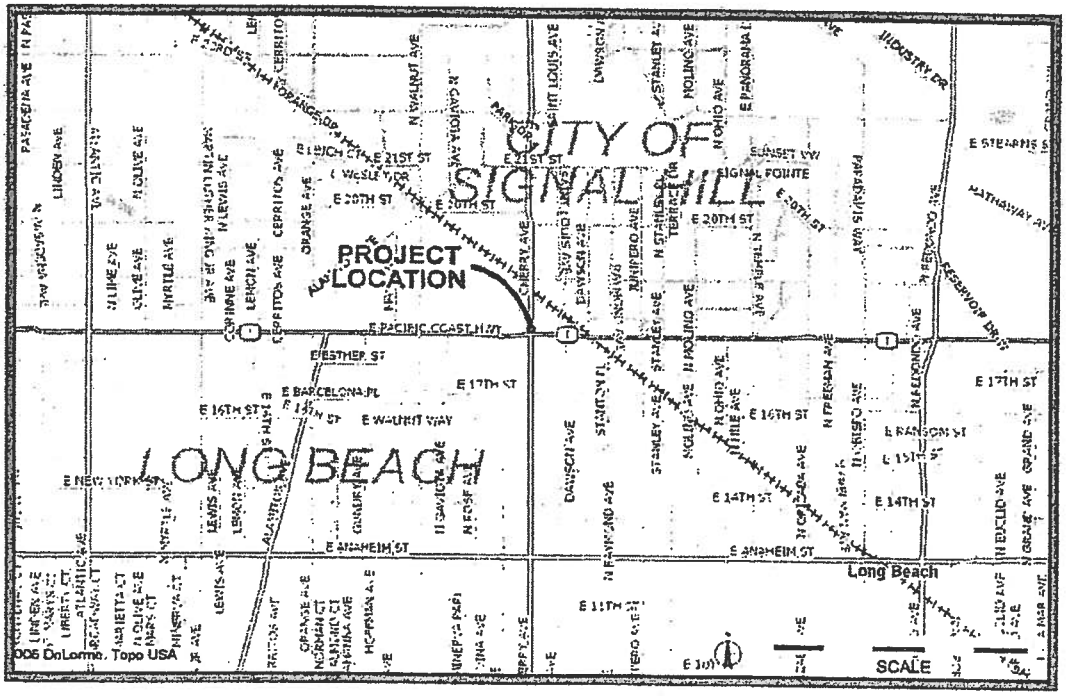
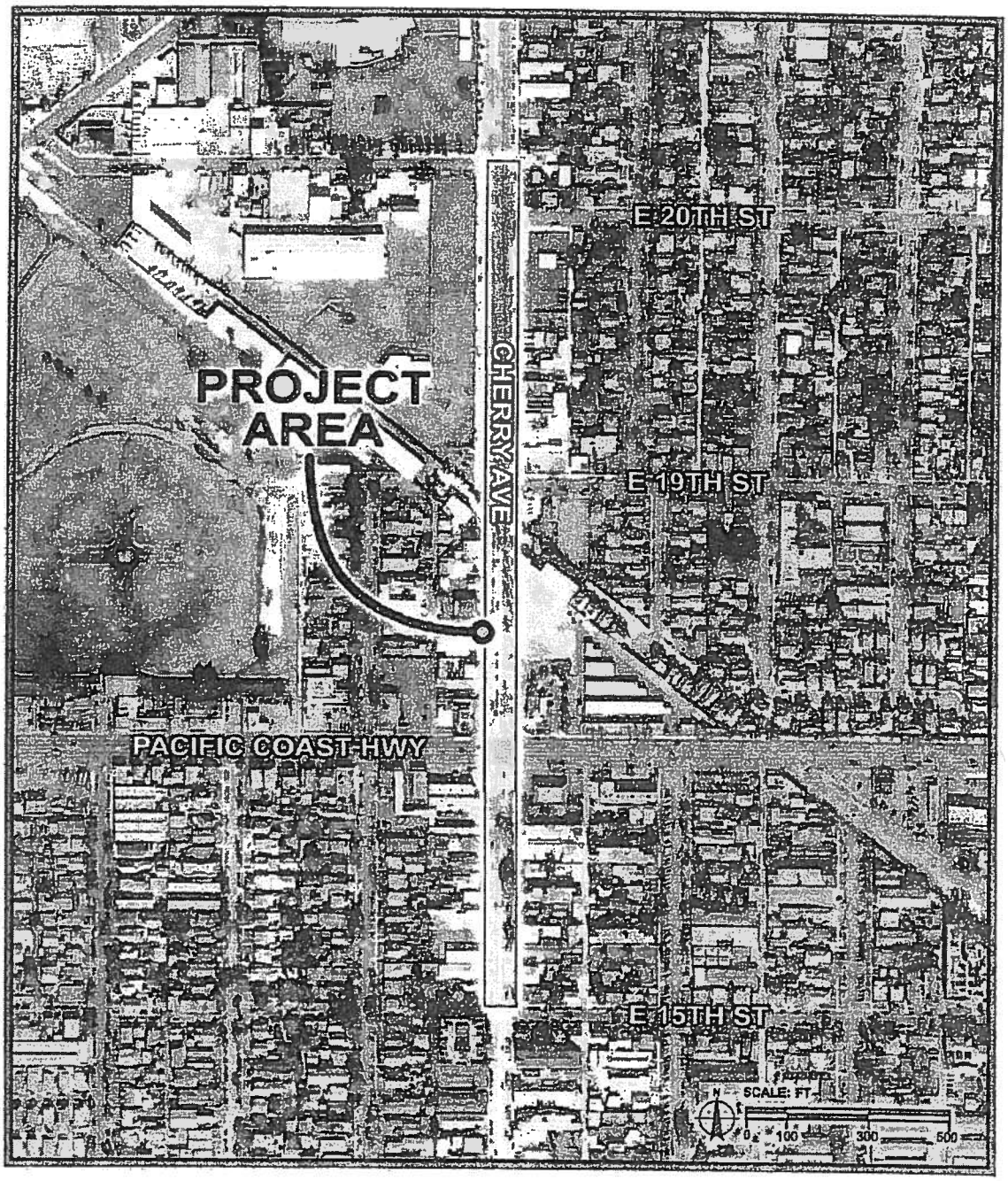


Figure 3: Aerial View



1.5.7 Zoning - Existing

The Signal Hill Official Zoning Map, revised January 2006, classifies the project site as CG (Commercial General).[4]

The City of Long Beach Zoning designates its portion of the project site as CNR - Neighborhood Commercial and Residential and CS - Commercial Storage.

1.5.8 Description of Project

The City of Signal Hill is proposing the widening of Cherry Avenue from 19th Street in the City of Signal Hill to approximately 250 feet south of Pacific Coast Highway (PCH) in the City of Long Beach. The Project will include right-of-way acquisition, design, and construction. Refer to Section 2 of this document for a complete description of the proposed project.

1.5.9 Surrounding Land Uses and Setting

The cities of Signal Hill and Long Beach are located in the South Bay area of the greater Los Angeles region. Land uses in the Project area include mixed commercial and residential uses in the City of Long Beach's portion of the Project area and public institutional and residential uses in the City of Signal Hill's portion. Section 3 of this document provides descriptions of the existing environmental setting conditions.

1.5.10 Other Public Agencies Approvals Required

The following table provides a summary of public agency approvals that are associated with the proposed project.

Table 1: Public Agency Approvals

Agency	Permit or Approval
City of Signal Hill	Adoption of CEQA document
Caltrans	Encroachment Permit and Programmatic Categorical Exclusion with Technical Studies
City of Long Beach	Encroachment Permit
Source: City of Signal Hill, Community Development Department, application materials (various dates). City of Signal Hill, Project Development Guide.	

1.6 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. The following table provides a summary of these environmental issue areas.

[4] City of Signal Hill Official Zoning Map, revised January 2006.

Table 2: Environmental Factors Potentially Affected

☐ Aesthetics	☐ Hazards/Hazardous Materials	☐ Public Services
☐ Agriculture Resources	☐ Hydrology/Water Quality	☐ Recreation
☐ Air Quality	☐ Land Use and Planning	☐ Transportation/Circulation
☐ Biological Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☐ Cultural Resources	☐ Noise	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	

1.7 Environmental Determination

Based on this initial evaluation, the following table identifies the environmental determination.

Table 3: Environmental Determination

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

Signature

12-7-06
Date

Charlie Honeycutt, Director of Public Works
City of Signal Hill, Public Works Department

1.8 Evaluation of Environmental Impacts Description

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses 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 Section XVII, "Earlier Analyses," 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. 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 effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the 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 a less than significance.

Section 2: Project Description

2.1 Existing Conditions

Cherry Avenue is designated a Major Highway in the City of Signal Hill Circulation Element. Cherry Avenue is a four- to six-lane highway from I-405 to 21st Street where it then transitions to one lane in each direction between 21st and 20th Streets. However, the width of this portion of Cherry Avenue is the same as a four-lane highway until 19th Street. From 19th Street in the City of Signal Hill past Pacific Coast Highway (PCH), Cherry Avenue has one through lane and one left-turn lane in each direction. Cherry Avenue is also a bus and truck route through the City of Signal Hill from the I-405 to the City of Long Beach just north of PCH. Per the City of Long Beach General Plan Update[5], Cherry Avenue is functioning as a Major Arterial north of PCH and a Minor Arterial south of PCH. In addition, the City of Long Beach General Plan Update indicates that Cherry Avenue is a location with negative traffic conditions (high volume, speed, or cut through traffic).[6]

PCH is a state highway (State Highway 1), owned and operated by the California Department of Transportation (Caltrans). PCH serves as a Regional Arterial at the Project site. PCH provides three through lanes and one left-turn pockets in each direction. Per the City of Long Beach General Plan Update, PCH also is a location with negative traffic conditions (high volume, speed, or cut through traffic).[7]

The City of Signal Hill prepared a level of service (LOS) analysis for this intersection. This analysis concluded that the addition of the through and right turn lanes on Cherry Avenue would greatly improve the LOS at the Cherry Avenue/PCH intersection. In addition, maintaining the compound, or protective/permissive phase, greatly improves the intersection efficiency.[8]

2.2 Project Characteristics

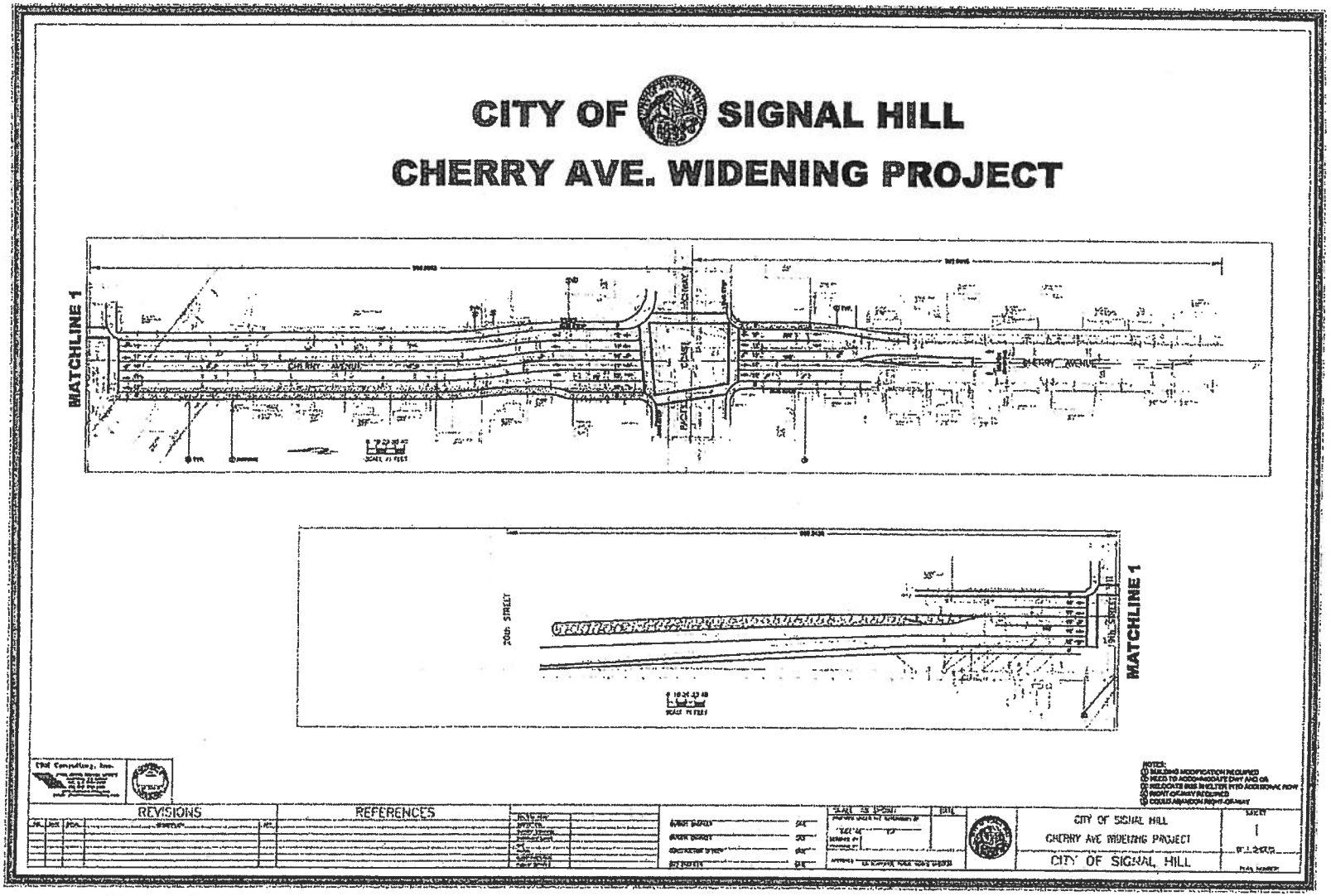
The Project is the widening of Cherry Avenue from 19th Street in the City of Signal Hill to approximately 250 feet south of PCH in the City of Long Beach. The Project will include right-of-way acquisition, design, utility relocation, landscape removal, and construction. Figure 4, Cherry Avenue Widening Project shows the project characteristics.

The Cherry Avenue Widening Project will provide for two southbound and two northbound through-lanes on Cherry Avenue at PCH with the addition of a right turn lane for the southbound approach and dedicated left turn lanes for both northbound and southbound approaches. A continuous two-way left-turn lane will be provided between the intersections for access to existing businesses. Right-of-way acquisition will be required primarily along the west line of Cherry Avenue with a few minor acquisitions along the east line. On-street parking on Cherry Avenue south of PCH will be removed by the proposed improvements. Local businesses and homeowners will be able to preserve the number of parking spots on-site as required by the City. A landscape median will be installed in Cherry Avenue between 19th and 20th Streets north of PCH.

The Project will be constructed in one phase. It is estimated that construction will take 8 months.

[5] City of Long Beach General Plan Update, Technical Background Report, Figures and Maps, Figure 4.1.2, Existing Functional Classification.
[6] Ibid., Figure 4.2-1, Negative Traffic Conditions.
[7] Ibid.
[8] W.G. Zimmerman Engineering, Inc., Pacific Coast Highway Intersection LOS Analysis, April 20, 2005.

Figure 4: Cherry Avenue Widening Plan



Section 3: Environmental Evaluation

3.1 Aesthetics

3.1.1 Existing Conditions

The Project site is located in an urbanized setting with mixed commercial, residential, industrial, and public institutional uses.

3.1.2 Project Impact Evaluation

a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to a): Cherry Avenue and PCH at this location are not designated a scenic vista in either the Signal Hill or Long Beach General Plans. Therefore, there will be no Project-related impacts to a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to b): PCH and Cherry Avenue are not designated a State scenic highway at the Project site.[9] Therefore, implementation of the Project would not result in any impacts to a State scenic highway.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to c): The Project site and surrounding environment is urbanized with a mix of residential, commercial, industrial, and public institutional land uses. The widening of Cherry Avenue will not change the existing visual character because the existing land uses will not change. The Project will enhance the visual character by installing a landscaped median between 19th and 20th Streets. Therefore, Project implementation would not result in any impacts to the existing visual character of the Project area.

[9] State of California, Department of Transportation (Caltrans), Scenic Highway Program, Caltrans website.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): The Project area is an existing urbanized area in a flat area of the cities of Long Beach and Signal Hill. The Project would not introduce a new source of light or glare which would adversely affect day or nighttime views in the Project area.

3.2 Agriculture Resources

No properties in the Project vicinity are designated by the Cities' General Plans or zoning for agricultural uses.

3.2.1 Project Impact Evaluation

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The State of California, Department of Conservation's Farmland Mapping and Monitoring Program, does not identify land in the Cities as Important Farmland in California.[10] Therefore, Project implementation would not result in any impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project area is not zoned for agricultural uses by either Long Beach or Signal Hill. In addition, the Project site is not enrolled in a Williamson Act Contract. Therefore, no impacts associated with agricultural zoning or a Williamson Act contract will occur.

[10] State of California, Department of Conservation, Farmland Mapping and Monitoring Program website (http://www.consrv.ca.gov/DLRP/fmmp/index.htm), October 2006.

c) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to c): Refer to Responses a) and b), above.

3.3 Air Quality

3.3.1 Existing Conditions

The Project site is in the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Project is located in the SCAQMD Source Receptor Area (SRA) 4, South Coastal Los Angeles County Air Monitoring Subregion. Projects located in the same SRA are subject to similar weather patterns and ambient emission levels. The one SCAQMD monitoring site within this SRA is located in North Long Beach.

Per the North Long Beach monitoring data, State particulate (PM_{10}) standards are violated on a regular basis. The federal standard for particulates has not been exceeded in the last 6 years. Of the other pollutants, particularly those related to vehicular source emissions, CO levels have not exceeded either California 1- or 8-hour standards in the last 6 years of monitoring. Furthermore, NO_2 levels have not exceeded either California or federal standards over the past 6 years.

3.3.2 Project Impact Evaluation

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to a): The 2003 Air Quality Management Plan (AQMP) was adopted by the SCAQMD Governing Board of on August 1, 2003. The purpose of the 2003 Revision to the AQMP for the SCAB is to set forth a comprehensive program that will lead to compliance with all federal and state air quality planning requirements. Specifically, the 2003 AQMP revision is designed to satisfy the California Clean Air Act tri-annual update requirements and fulfill the SCAQMD's commitment to update transportation emission budgets based on the latest approved motor vehicle emissions model and planning assumptions. The 2003 AQMP sets forth programs that require the cooperation of all levels of government: local, regional, state, and federal. The AQMP represents each level of government by the appropriate agency or jurisdiction that has the authority over specific emissions sources. Accordingly, each agency or jurisdiction is associated with specific planning and implementation responsibilities. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The Project is the improvement Cherry Avenue to improve traffic flow. The Cherry Avenue Widening Project received transportation improvement funding through the 2001 Call-For-Projects. This funding was initially suspended by the State in response to the State's budget problems. The State recognized that this

project will relieve traffic congestion and improve air quality. Therefore, the State reinstated the funds to help the State meet air quality goals. Therefore, implementation of the proposed project would not conflict with or result in an obstruction to the AQMP and no short-term construction-related or long-term operational-related impacts would result.

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 Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to b): The construction activity emissions associated with the Project are expected to be minor. Construction activities will occur in increments along Cherry Avenue to minimize disruption of traffic operations. All construction activities will conform to the current SCAQMD's rules and regulations for transportation-related construction activities (i.e., Rule 403, Fugitive Dust.) Implementation of the Project would not result in any project-level long-term operational-related impacts related to air quality because it would improve traffic flow and subsequently air quality. Therefore, Project impacts would be less than significant.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to c): Refer to Response b) above.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to d): Refer to Response b) above.

e) Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to e): Odors associated with the proposed project would result primarily from the use of diesel-powered equipment and secondarily from construction materials during construction phase. Any odors

associated with the short-term construction activities would cease at the termination of the construction phase because the construction vehicles, materials, and construction activities would no longer be located on the project site. Because this is short-term and temporary in nature, less than significant project-level odors impacts related to short-term construction activities would result from implementation of the proposed project.

3.4 Biological Resources

Information in this section is based upon the Biological Technical Report of Findings for the Cherry Avenue Widening Project prepared by Chambers Group, Inc. in August 2005. This Report is on file at the City of Signal Hill, Planning Department.

3.4.1 Existing Conditions

The Project site is a paved road with adjacent developed areas along with sparse ornamental landscaping.

3.4.2 Project Impact Evaluation

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The reconnaissance-level survey and literature search determined there was no suitable habitat for any sensitive plant species and no sensitive plant or wildlife species were observed or detected. The Project site is not located within lands designated as "Critical Habitat" by the U. S. Fish and Wildlife Service (USFWS) for any federally listed threatened or endangered plant or wildlife species. The site also does not fall within the boundaries of any lands considered as "Wilderness Area" or "Wildlife Preserve." No impacts will occur.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): See Response to a) above.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): The project site does not contain any wetlands.[11] Therefore, no impacts would result from implementation of the Project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): See Response to a) above.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to e): There are no specific policies or ordinances related to the protection of biological resources associated with the Project site.[12] Therefore, no impacts would result from implementation of the Project.

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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to f): There are no habitat conservation plans or natural community conservation plans associated with the Project site. No impacts would occur.

[11] United States Department of the Interior, U.S. Fish and Wildlife Service, National Wetlands Inventory, website, July 24, 2006.
[12] City of Signal Hill, General Plan, Environmental Resources Element, Page 36.

3.5 Cultural Resources

3.5.1 Existing Conditions

The LOPEZGARCIA Group, Inc. performed cultural resources studies (archaeological, paleontological, and architectural) for the Project area in September 2006. These Section 106 studies included an Archaeological Survey Report (ASR), a Historic Resources Evaluation Report (HRER), and a Historic Property Survey Report (HPSR). These reports are on file at the City of Signal Hill Planning Department. Eight pre-1950 structures are located in the Project area.

3.5.2 Project Impact Evaluation

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The literature review determined that no resources in the Project area have been previously listed in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). A records search of the Office of Historic Preservation's Historic (OHPH) Property Data File showed one previously recorded resource (a commercial structure) within ½-mile radius surrounding the Project area. A field survey of the 8 pre-1950 structures determined that none met either the NRHP or the CRHR criteria for inclusion in the National Register or are Historic Resources for the purposes of CEQA. None are classified as historical resources under CEQA. Therefore, no impacts will occur to historical resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): No previously recorded archaeological resources were identified by the records search to be within the Project Area of Potential Effects (APE). No archaeological resources were located during the survey of the APE. A records search by the Native American Heritage Commission (NAHC) failed to indicate the presence of Native American cultural resources in the Project area. Therefore, no impacts will occur to archaeological resources.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): A records search by the Natural History Museum of Los Angeles County for the Project vicinity[13] indicated surficial deposits of older Quaternary terrace deposits, primarily terrestrial but also containing some marine components. There were three vertebrate fossil localities in the Project vicinity (approximately ½ to 1 mile from the Project site); LACM 7497, LACM 3260, and LACM 6746. Due to the developed and disturbed nature of the soils in the Project area, the Project will not impact any unique paleontological resource or geologic features.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to d): There are no known human remains in the Project area. In accordance with State of California Health and Safety Code Section 7050.5, disturbance of the immediate area near encountered remains shall be immediately halted until the Los Angeles County Coroner has made a determination regarding the origin and disposition as required by California Public Resources Code Section 5097.98. If encountered remains are determined to be of Native American origin, the Native American Heritage Commission shall be notified within one business day of discovery and the Gabrielinos/Tongva Tribal Nation shall be notified within one business day of discovery. Therefore, less than significant impacts to unanticipated human remains would result from implementation of the proposed project during the short-term construction-related phase of the project.

3.6 Geology and Soils

3.6.1 Existing Conditions

The existing topography of the Project vicinity was created by regional uplift and local folding and faulting. The topography of the Project vicinity is also relatively flat, with the ground surface elevation generally less than 100 feet. Per the Seismic Safety Element, the soils in the Project vicinity are predominantly granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths.[14]

3.6.2 Project Impact Evaluation

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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.	☐	☐	☒	☐

[13] Final Program EIR for the Long Beach City College Pacific Coast Campus Master Plan, January 2005.
[14]. City of Long Beach General Plan. Seismic Safety Element.

Response to a-*i*): The Newport-Inglewood Fault System cuts diagonally across the Cities of Signal Hill and Long Beach. However, the Project site is not located within a State of California or Los Angeles County designated Earthquake Fault Rupture Hazard Zone for active surface faulting. The Project site is also not in a special study zone (e.g., active or potentially active faults) or designated hazard zone (i.e., liquefaction or seismically induced landslide) as defined by the Alquist-Priolo Earthquake Fault Zone (APEFZ) and Seismic Hazards Mapping Program (SHMP). Therefore, implementation of the Project would not expose structures or persons working on the project site to fault rupture and would result in less than significant project-level impacts during the short-term construction period.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☒	☐

Response to a-*ii*): The Safety Element of the City of Signal Hill General Plan identified seismic ground shaking as having the potential to cause structural damage within 100 miles of a fault depending on variables such as the actual distance from the fault, structure design, soil type, and intensity and duration of a seismic event.[15] The Project is improvements to an existing street, Cherry Avenue. Therefore, any impacts associated with the Project will be less than significant.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Response to a-*iii*): The Safety Element of the City of Signal Hill General Plan states that the necessary conditions for seismically induced liquefaction and seismically induced ground settlement are not present within the City of Signal Hill and that chance for occurrence is slight.[16] Therefore, less than significant project-level impacts would occur from implementation of the proposed project.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒

Response to a-*iv*): The project site is generally level. Therefore, no impacts will result from landslides.

[15] City of Signal Hill, General Plan, Safety Element, Pages S-26 and S-27.
[16] City of Signal Hill, General Plan, Safety Element, Pages S-28 and S-29.

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project is improvements to an existing street. Therefore, there will be no soil erosion or loss of topsoil. No impacts will occur.

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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to c): Refer to Responses a) and b) above.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): The Project is improvements to an existing street, Cherry Avenue. Construction of the street improvements will be according to Caltrans and the Cities street standards. No Project impacts are expected to occur related to expansive soils.

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 waste water?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to e): The Project is improvements to an existing street, Cherry Avenue. No septic tanks or alternative wastewater disposal systems are associated with this project. No impacts will occur.

3.7 Hazards and Hazardous Materials

3.7.1 Project Impact Evaluation

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

Response to a): The project does not propose the use, transport, or disposal of hazardous materials during the short-term construction period. Therefore, no impacts related to hazardous materials would result from Project implementation.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

Response to b):

An Initial Site Assessment (ISA) was performed in general conformance with the Caltrans Environmental Branch Guidelines for Hazardous Waste Studies. Four sites were found to be potential sources of contamination from petroleum hydrocarbon contamination due to present and past land uses. The ISA recommended the following mitigation measure to reduce impacts to less than significant.

MM-HM-1 A Site Investigation (SI) shall be performed in accordance with Caltrans Guidelines for Hazardous Waste Studies to quantify potential lead and hydrocarbons impacts near surface soil. Any mitigation measures identified in the SI will be implemented as part of the Project.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

Response to c): Refer to Response b) above. There are two schools within one-quarter mile of the project site; Whittier Elementary School at 1761 Walnut Avenue in the City of Long Beach and Alvarado Elementary School at 1900 E. 21st Street in the City of Signal Hill. Implementation of any mitigation measures identified in the SI will reduce impacts to less than significant with mitigation incorporated.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d) Would the project be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

Response to d): Refer to Response b) above. One site adjacent to the Project site (1945 E. Pacific Coast Highway) is an open case according to the Regional Water Quality Control Beard and is being assessed and monitored to determine the status of the contamination. Implementation of any mitigation measures identified in the SI will reduce impacts to less than significant with mitigation incorporated.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Response to e): The project site is within two miles of the Long Beach Municipal Airport, a public use airport, but is outside of the adopted Planning Boundary/Airport Influence Area.[17] Over-flights of the Project site by commercial and private aircraft will occur. However, most air traffic accidents occur during approaches and departures within the established flight zones. Therefore, exposure to persons working on the project site from aircraft operations during the short-term construction phase would result in less than significant impacts.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Response to f): The project site is not located near a private airstrip. Refer to Response e), above, for a discussion on impacts related to public use airports. Therefore, no impacts associated with operations of a private airstrip would occur.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Response to g): The Project is improvements to Cherry Avenue. These improvements will improve emergency access in the Project vicinity. No long-term impacts will occur to emergency response plans or

[17] County of Los Angeles, Department of Regional Planning, Los Angeles County Airport Land Use Commission, Airport Influence Area – Long Beach Airport, May 13, 2003.

evacuation plans. During construction, emergency access may be impeded. However, this short-term impact will be less than significant.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to h): There are no wildlands adjacent to or in close proximity to the project site.[18] Therefore, there are no risks wildland fires. No impacts will occur.

3.8 Hydrology and Water Quality

3.8.1 Existing Conditions

Regional flood controls for the Cities and all of Los Angeles County are under the jurisdiction of the Los Angeles County Flood Control District (LACFCD). The LACFCD has responsibility over the rivers, streams and washes in the County that are designated as major water courses and for establishing standards for local drainage. The Project site is located in the West Coast Subbasin (Groundwater Basin Number 4-11.03) of the Los Angeles Basin Coastal Plain. The level of groundwater in the vicinity of the Project site is approximately 20 feet below ground surface.[19]

Surface water quality at the Project is affected by the urbanized nature of the area. Every day urban pollutants with the potential to affect surface water quality include: hydrocarbons and heavy metals (e.g., oils, greases, gasoline) from automobile traffic and parking areas; pesticides and fertilizers from landscaping activities; paints, cleaners, and industrial materials from maintenance activities; sediments from soils, walkways, and streets; and trash.

Drainage at the Project site is through curbs and storm drains.

3.8.2 Project Impact Evaluation

a) Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to a): Construction activities could contribute pollutants to surface water. The Federal Clean Water Act (Section 402[p]) requires discharges of storm water associated with industrial and construction activity to be regulated by National Pollution Discharge Elimination System (NPDES) permits. NPDES compliance involves understanding the nature and feasibility of BMPs for water quality control.

[18] State of California, Teale Data Center, Natural Hazard Disclosure (Fire) Maps, Map NHD-10, January 2006.
[19] City of Long Beach General Plan, Public Safety Element, Groundwater Contours, Plate 9, pp. 65, 1975.

The cities of Signal Hill and Long Beach have (NPDES), Permits from Los Angeles County. These permits have special conditions and mitigation that apply to all demolition, excavation, and construction projects. These conditions control storm runoff and protect against erosion and contamination. Therefore, short-term construction-related impacts related to the violation of water quality standards would be less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project does not involve groundwater. The Project site is not used for groundwater recharge. No Project-related impacts will occur to groundwater supplies or groundwater recharge.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or offsite?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): The Project is the improvement of an existing street with an existing drainage pattern. There are no rivers or streams in the Project vicinity. Project improvements will not substantially alter the existing drainage pattern. Therefore, no impacts 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 offsite?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): Refer to Response c) above. The Project site is not within a Special Flood Hazard Area inundated by a 100-year flood.[20] Therefore, no impacts would result in flooding on- or off-site.

[20] City of Long Beach General Plan, Flood Zones.

e) Would the project create or contribute runoff water, which 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 Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to e): The Project is improvements to an existing street. Cherry Avenue has primarily impervious surfaces. There will be no significant change in the rate and quantity of run-off from the street improvements. Therefore, impacts from run-off will be less than significant.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to f): The Project is an improvement to an existing street and will not substantially degrade water quality. Therefore, impacts to water quality will be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to g): The Project site is not within a 100-year flood zone and does not involve housing. Therefore, no impacts related to flooding will result from the Project.

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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to h): The Project site is not located in a 100-year flood hazard area. The Project also does not include structures that impede or redirect flood flows. No impacts will occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to i): There are no nearby levees or dams in the Project vicinity. Therefore, no impacts to the Project site would result from the failure of a dam or levee.

j) Would the project inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to j): The City of Long Beach Public Safety Element does not identify a seiche, tsunami, or mudflow as a significant or imminent threat to public safety.[21]

3.9 Land Use and Planning

3.9.1 Existing Conditions

The cities of Signal Hill and Long Beach are located in the South Bay area of the greater Los Angeles region. The Project site is located within both cities with the majority of the improvement area within the City of Long Beach. However, the City of Signal Hill is sponsoring the project and is the lead agency under CEQA. Land uses in the Project area include mixed commercial and residential uses in the City of Long Beach's portion of the Project area and public institutional and residential uses in the City of Signal Hill's portion.

The City of Signal Hill's General Plan classifications are PI – Public Institutional and 1.1 – Low Density Residential. The City's zoning classifications are CR – Commercial Residential, SP-13 – Cherry Avenue Corridor Residential Specific Plan, and LI – Light Industrial.

The City of Long Beach General Plan classifications are 8M – Mixed Office/Residential, 9R – Restricted Industry, and 2 – Mixed Style Homes. The City's zoning classifications are CNR – Neighborhood Commercial and Residential and CS – Commercial Storage. Long Beach designates this portion of the City as the Central Area.

3.9.2 Project Impact Evaluation

a) Would the project physically divide an established community?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to a): The Project is improvements to an existing street, Cherry Avenue, in an urbanized area of the cities of Signal Hill and Long Beach. The Project would not physically divide an established community. No impacts will occur.

[21] City Of Long Beach General Plan, Public Safety Element, pp. 67-70.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project does not conflict with either cities' General Plan and/or zoning. The Project is improvements to an existing street and will not change the existing land uses. No impacts to land use planning will occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): The Project area is not identified on any adopted habitat conservation plan or natural community conservation plan. Therefore, no impacts will occur.

3.10 Mineral Resources

3.10.1 Existing Conditions

Oil deposits are a major mineral resource in the cities of Long Beach and Signal Hill.

3.10.2 Project Impact Evaluation

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The Project is the improvement of an existing street, Cherry Avenue. There are no oil wells in the Project site. The City of Long Beach General Plan Conservation Element does not identify the Project site as a locally important mineral resource recovery site. The City of Signal Hill General Plan, Land Use Element also does not identify the Project site for mineral resource recovery. Therefore, no impacts to a known mineral resource will occur.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Response to b): The City of Long Beach General Plan Conservation Element does not identify the Project site as a locally important mineral resource recovery site. The City of Signal Hill General Plan, Land Use Element also does not identify the Project site for mineral resource recovery. Therefore, implementation of the Project would not result in any impacts to mineral resources.

3.11 Noise

3.11.1 Existing Conditions

A variety of noise sources presently occur at the Project site. Mobile noise sources produce a major effect on the ambient noise environment. The primary noise source is automotive traffic along Cherry Avenue and PCH. A number of stationary sources associated with local businesses also generate noise.

3.11.2 Project Impact Evaluation

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Response to a): Construction activities may generate short-term noise levels in excess of the ambient noise level in the Project area. However, these construction activities will conform to the Cities' noise ordinances. Therefore, any construction-related noise levels will be reduced to less than significant.

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Response to b): Construction activities may generate short-term groundborne vibration or groundborne noise levels in excess of the ambient noise level in the Project area. However, these construction activities will conform to the Cities" noise ordinances. Therefore, any groundborne vibration or groundborne noise levels will be reduced to less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to c): Existing ambient noise levels are primarily the result of transportation and business related activities. The Project will improve traffic flow in the Project area. This will not result in a substantial permanent increase in ambient noise levels. Any impacts to existing ambient noise levels will be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to d): Refer to Responses a) and b) above. Any temporary and/or periodic impacts to the ambient noise level 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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to e): As previously discussed in Section 3.7.2, e), the project site is located within two miles of the Long Beach Municipal Airport. The project site is located outside of both the 65 and 70 dB CNEL noise contour lines as identified on Airport Influence Area map.[22]. The City of Signal Hill General Plan Noise Element identifies a 65 dB CNEL contour line as the threshold for restrictions on development of noise-sensitive land uses and a 60 dB CNEL contour line as the threshold for noise-related mitigation on noise-sensitive land uses. Due to the fact that the project site is located outside of the 60 dB CNEL contour line and is not considered a noise-sensitive land use, the Project will result in less than significant impacts related to excessive noise levels from an airport.

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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to f): Refer to Response e) above.

[22] County of Los Angeles, Department of Regional Planning, Los Angeles County Airport Land Use Commission, Airport Influence Area – Long Beach Airport, May 13, 2003.

3.12 Population and Housing

3.12.1 Existing Conditions

The Project area is predominantly a mix of residential and commercial uses with some industrial uses.

3.12.2 Project Impact Evaluation

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The Project area is already developed with a mixture of residential, commercial, and industrial land uses. The Project is the improvement of an existing street, Cherry Avenue. No new development or redevelopment is planned for the Project area. No growth-inducing impacts will occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project does not displace any existing housing or other land uses. Therefore, no impacts will occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): See Response to b), above.

3.13 Public Services

3.13.1 Existing Conditions

Police

The cities of Long Beach and Signal Hill provide police services to their respective jurisdictions.

Fire

The City of Signal Hill contracts with the Los Angeles County Fire Department for fire protection services. County Fire Station No. 60 located at 2300 East 27th Street is approximately 1¼ mile from the Project area.

The Long Beach Fire Department (LBFD) provides fire protection and paramedic services to the City of Long Beach. Fire Station No. 12 at 6509 Gundry Avenue is the closed fire station (approximately ½ mile) to the Project area.

Schools

The Project area is within the boundaries of the Long Beach Unified School District.

Parks

Parks in the Project area include Chittick Field Park, Martin Luther King Jr. Park, Signal Hill Park, Hillbrook Park, Raymond Arbor Park, Rotary Centennial Park, MacArthur Park, and the California Recreation Center.

3.13.2 Project Impact Evaluation

a) 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:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Response to a):

Police Protection

Improvements to Cherry Avenue will improve traffic flow in the Project vicinity and improve response times for police services. No adverse impacts associated with police services will occur.

Fire Protection

Improvements to Cherry Avenue will improve traffic flow in the Project vicinity and improve response times for fire protection and emergency services. No adverse impacts associated with fire protection will occur.

Schools

The Project is improvements to Cherry Avenue. No impacts will occur related to existing schools.

Parks

The Project is improvements to Cherry Avenue. No parks are affected by the Project. No impacts will occur.

Other Public Facilities

There are no other public facilities that would be potentially impacted by the Project.

3.14 Recreation

3.14.1 Existing Conditions

Parks in the Project area include Chittick Field Park, Martin Luther King Jr. Park, Signal Hill Park, Hillbrook Park, Raymond Arbor Park, Rotary Centennial Park, MacArthur Park, and the California Recreation Center.

3.14.2 Project Impact Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The Project is the improvement of Cherry Avenue and has no impact on any increased usage of existing parks.

b) Does the project include recreational facilities or require the construction or expansion or recreational facilities, which might have an adverse physical effect on the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The Project is the improvement of Cherry Avenue and has no impact upon existing and/or future recreational facilities.

3.15 Transportation/Traffic

3.15.1 Existing Conditions

Cherry Avenue is a heavily traveled north/south major arterial. Cherry Avenue is designated a Major Highway in the City of Signal Hill Circulation Element. Cherry Avenue is a four- to six-lane highway from I-405 to 21st Street where it then transitions to one lane in each direction between 21st and 20th Streets. However, the width of this portion of Cherry Avenue is the same as a four-lane highway until 19th Street. From 19th Street in the City of Signal Hill past PCH, Cherry Avenue has one through lane and one left-turn lane in each direction. Cherry Avenue is also a bus and truck route through the City of Signal Hill from the I-405 to the City of Long Beach just north of PCH. Per the City of Long Beach General Plan Update[23], Cherry Avenue is functioning as a Major Arterial north of PCH and a Minor Arterial south of PCH. In addition, the City of Long Beach General Plan Update indicates that Cherry Avenue is a location with negative traffic conditions (high volume, speed, or cut through traffic).[24] PCH is a state highway (State Highway 1), owned and operated by the California Department of Transportation (Caltrans). PCH serves as a Regional Arterial at the Project site. PCH provides three through lanes and one left-turn pockets in each direction. Per the City of Long Beach General Plan Update, PCH also is a location with negative traffic conditions (high volume, speed, or cut through traffic).[25]

The intersection of Cherry Avenue and PCH is currently congested at peak periods resulting in queues and delays. Without the Project, queues and delays will increase and thereby increase congestion on the adjacent residential streets.[26]

3.15.2 Project Impact Evaluation

a) Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☒	☐

Response to a): The Project will greatly improve LOS and intersection efficiency of the Cherry Avenue and PCH intersection.[27] Therefore, any impacts associated with the load and capacity of the street system will be less than significant.

[23] City of Long Beach General Plan Update, Technical Background Report, Figures and Maps, Figure 4.1.2, Existing Functional Classification.
[24] Ibid., Figure 4.2-1, Negative Traffic Conditions.
[25] Ibid.
[26] City of Signal Hill/City of Long Beach. *Cheery Avenue Widening- Project Study Report Equivalent.* February 1, 2001, p. 1.
[27] W.G. Zimmerman Engineering, Inc., *Pacific Coast Highway Intersection LOS Analysis.* April 20, 2005.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): The purpose of the Project is to improve the LOS at the Cherry Avenue and PCH intersection. Therefore, no adverse impacts will occur to the LOS standard.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): The Project is a street improvement and has no impact upon air traffic patterns.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): The Project is an improvement to Cherry Avenue and does not result in any dangerous design features.

e) Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to e): The Project improvements will reduce congestion at this intersection and thereby improve emergency access.

f) Would the project result in inadequate parking capacity?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to f): On-street parking on Cherry Avenue south of PCH will be removed by the Project. Local businesses and homeowners will be able to preserve the number of parking spots on-site as required by the City of Long Beach. Impacts associated with parking will be less than significant. The Long Beach Redevelopment Agency is planning to acquire a property on Cherry Avenue and construct a parking lot for neighborhood use.

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 Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to g): Both Cherry Avenue and PCH serve as multiple bus routes in the Project vicinity. PCH is also a bike route. The Project would not affect this alternative transportation. No impacts to alternative transportation will occur.

3.16 Utilities and Service Systems

3.16.1 Existing Conditions

Several service providers serve the Cities in the Project area. They are:

- Central Basin Municipal Water District
- City of Long Beach
- County Sanitation Districts of Los Angeles County
- Los Angeles County Flood Control District
- City of Signal Hill
- Southern California Edison
- City of Long Beach
- EDCO Disposal
- Verizon
- Charter Communications

3.16.2 Project Impact Evaluation

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☒

Response to a): The street improvement project will not exceed the wastewater treatment requirements because of compliance with the City's NPDES Permit. No impacts will occur.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to b): Refer to Response a), above. No impacts will occur.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to c): The Project is improvements to an existing street. This will not require the construction of new or expanded storm water facilities. There will be slight modifications to the existing drainage system to improve drainage. Project-related impacts will be less than significant.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to d): The Project is the improvement of an existing street. No entitlements are granted by the Project. Therefore, no impacts to water supplies will occur.

e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to e): The Project involves street improvements and has no impact upon wastewater capacity. No impacts will occur.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to f): The City contracts with EDCO Disposal (dba Signal Hill Disposal) for municipal solid waste collection services to residents and businesses. Depending on the type and content of the load, Signal Hill Disposal would utilize various State-permitted landfills and/or material recovery facilities as appropriate for disposal of demolition materials. The construction contractor will be required to submit a plan detailing the recycling of construction and demolition debris. Impacts will be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to g): The City contracts with EDCO Disposal (dba Signal Hill Disposal) for municipal solid waste collection services to residents and businesses. The collection and transfer of municipal solid waste complies with Title 8, Section 8.08 and 8.10 of the City Municipal Code. Therefore, no impacts related to lack of compliance with applicable solid waste laws would result from Project implementation.

3.17 Mandatory Findings of Significance

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to a): The Project site is a paved road with adjacent developed areas along with sparse ornamental landscaping. The reconnaissance-level survey and literature search for the Project site determined there was no suitable habitat for any sensitive plant species and no sensitive plant or wildlife species were observed or detected. The Project site is not located within lands designated as "Critical Habitat" by the U. S. Fish and Wildlife Service (USFWS) for any federally listed threatened or endangered plant or wildlife species. The site also does not fall within the boundaries of any lands considered as "Wilderness Area" or "Wildlife Preserve." No impacts will occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

Response to b): The Project will improve negative traffic conditions in the Project vicinity. This improvement will not result in growth-inducing impacts due to the limited vacant land in the Project vicinity. Any cumulative impacts will be less than significant.

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 Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Response to c): Project impacts will not cause substantial adverse effects, either directly or indirectly, on human beings. No substantial adverse effects will occur.

Section 4: Summary of Mitigation Measures

Project impacts and required mitigation (if necessary) are discussed in the environmental issue areas in Section 3 – Environmental Evaluation. The only environmental issue area requiring mitigation is Hazards and Hazardous Materials.

Hazards and Hazardous Materials Environmental Issue Area

MM-HM-1 A Site Investigation (SI) shall be performed in accordance with Caltrans Guidelines for Hazardous Waste Studies to quantify potential lead and hydrocarbons impacts near surface soil. Any mitigation measures identified in the SI will be implemented as part of the Project.

Section 5: Sources

The following sources were consulted in the preparation of this initial study.

Chambers Group, Inc., January 2005. Final Program EIR for Long Beach City College Program EIR for Pacific Coast Campus Master Plan, SCH No. 2004051061.

City of Long Beach, Historic Districts Map

City of Long Beach, Long Beach Transit System Map

City of Long Beach General Plan

City of Long Beach General Plan Update

City of Signal Hill, General Plan

City of Signal Hill, Municipal Code

City of Signal Hill, Project Development Guide

City of Signal Hill Public Works Department, February 1, 2001. Project Study Report Equivalent for Cherry Avenue Widening – 19th Street to Pacific Coast Highway.

County of Los Angeles, Department of Regional Planning, Los Angeles County Airport Land Use Commission

LopezGarcia Group, Inc., September 2006. Archaeological Survey Report for the Cherry Avenue Improvement Project (1,280 feet) between 20th and 19th Street – Cities of Signal Hill and Long Beach, County of Los Angeles, California.

LopezGarcia Group, Inc., September 2006. Historic Resources Evaluation Report for the Cherry Avenue Improvement Project (1,280 feet) between 20th and 19th Street – Cities of Signal Hill and Long Beach, County of Los Angeles, California.

LopezGarcia Group, Inc., September 2006. Historic Property Survey Report for the Cherry Avenue Improvement Project.

RKA Consulting Group, January 2006. Preliminary Environmental Studies (PES) Form for Cherry Avenue Improvement Project.

Robert Bein, William Frost & Associates, December 1, 1994. Draft Intersection Improvements – Pacific Coast Highway at Cherry Avenue, City of Long Beach.

Robert Bein, William Frost & Associates, February 1995. Permit Engineering Evaluation Report – State Route 1/Cherry Avenue Intersection Improvement Project.

South Bay Cities Council of Governments

State of California, California Code of Regulations

State of California, Department of Conservation, California Geological Survey

State of California, Department of Conservation, Division of Mines and Geology

State of California, Department of Conservation, Farmland Mapping and Monitoring Program

State of California, Department of Transportation (Caltrans), Scenic Highway Program

State of California, Teale Data Center

United States Department of the Interior, U.S. Fish and Wildlife Service, National Wetlands Inventory

United States Federal Emergency Management Agency

W. G. Zimmerman Engineering, Inc., April 20, 2005. *Pacific Coast Highway Intersection LOS Analysis.*

Date: 06/28/2006

PROJECT SUMMARY / HISTORY

Project ID
HPLU-5262(003) EA 07-932805 D-CO-RT 07-LA-0-SIGH **Status** Active

Agency 5262 **Name** Signal Hill **Program** DEMO

PPNO **County** Los Angeles County **Length**

Location Cherry Ave: 20th St to 250 ft south of PCH

Post Mile County Code **State Hwy** N **Type of Work** Roadway Widening--additional N/B, S/B lanes, turn lanes at intersection with PCH (Rte 1)

P M (Begin/End) / / /

Comments Formerly programmed in 2002 STIP (PPNO 3128) jlk

Project Record : **Last Updated By** T7JKAUPM **On** 03/13/2006

Milestones:

Milestone	Completion Date	Amount	Value
'Project Creation in LP2000'	03/13/2006		
	Total		

Accounting Details:

Status Code	Description	Total Invoice Amount

Jason,
(909)
594-2658

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDIES (PES) FORM

PRELIMINARY ENVIRONMENTAL STUDIES (PES) FORM

TO: Smita S. Parikh District 7 100 S. Main Street, Los Angeles, CA 90012	FEDERAL PROJECT NUMBER: 8095
FROM: City of Signal Hill 2175 Cherry Avenue, Signal Hill, CA 90755 Charlie Honeycutt – (562) 989-7356	FINAL DESIGN: 01/2006
Is this project "ON" the State Highway System? ☐ Yes ☒ No **IF YES, STOP HERE** and contact the District DLAE regarding the completion of other environmental documentation	FSTIP: (Plan Date) (Page #) FY for which each Project Component is Programmed for delivery in the FSTIP: **PE FY 06/07** **ROW FY 06/07** **CONST FY 07/08**

PROJECT DESCRIPTION AS SHOWN IN FSTIP:

DETAILED PROJECT DESCRIPTION: Project includes right-of-way acquisition, design and construction. Widening project will provide for two southbound and two northbound through-lanes on Cherry Avenue at PCH with the addition of a right turn lane for the southbound approach and dedicated left turn lanes for both northbound and southbound approaches. A continuous two-way-left-turn lane will be provided between the intersections for access to existing businesses. Right-of-way acquisition will be required primarily along the west line of Cherry Avenue with a few minor acquisitions along the east line. On-street parking on Cherry Avenue south of PCH will be removed by the proposed improvements. Local businesses and homeowners will be able to preserve the number of parking spots on-site as required by the City.

PRELIMINARY DESIGN INFORMATION

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information

Yes	No		Yes	No	
☒	☐	Any vegetation removal	☐	☒	Railroad
☐	☒	Bridge work (If yes, discuss bridge type/approach work)	☐	☒	Ramp closure
☐	☒	Construct access roads	☒	☐	Realignment
☐	☒	Disposal/borrow site(s)	☒	☐	Removal of trees
☒	☐	Drainage/culverts	☒	☐	R/W acquisition (If yes, attach map/APN#'s)
☐	☒	Equipment staging	☐	☒	Road cut's)
☐	☒	Flooding	☐	☒	Temporary road/Detour
☒	☐	Capacity Increasing	☐	☒	Sound walls
☐	☒	Ground disturbance (outside of existing cut slope and all work outside the toe of fill)	☐	☒	Stream channel work
☐	☒	Material site(s)	☒	☐	Temporary easements
☐	☒	New alignment	☒	☐	Utility relocation
☐	☒	Off-pavement detour	☒	☐	Widen existing roadway
☒	☐	Will increase number of through lanes	☐	☒	Part of larger or adjacent project

REQUIRED ATTACHMENTS:

☒ Regional Map
☒ Project Location Map
☒ Project Footprint Map (Showing Existing/Proposed ROW)
☒ Engineering drawings (Existing and Proposed Cross Sections), (if available)
☐ Borrow/Disposal Site Location Map (if applicable)

Note: All maps should be at a minimum scale of 1" = 200' (1" = 60.96 meters) Maps may be ordered online at http://mapping.usgs.gov/

Exhibit 6-A, continued

EXAMINE FOR POTENTIAL EFFECTS ON THE ENVIRONMENT, DIRECT OR INDIRECT, AND ANSWER THE FOLLOWING QUESTIONS (Utilize the notes page at the end of the PES Form to document conclusions)

A. The Physical Environment	Yes	To Be Determined	No
1. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	☐	☐	☒
2. Are there water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	☐	☐	☒
3. Is project within a designated sole-source aquifer?	☐	☐	☒
4. Is project within the State Coastal Zone?	☐	☐	☒
5. Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a watercourse or lake?	☐	☐	☒
6. Is the project within or immediately adjacent to a Wild and Scenic River System?	☐	☐	☒
7. Is there a potential for a federally listed, threatened, or endangered species or their critical or sensitive habitat within the construction area?	☐	☐	☒
8. Is there a potential for wetlands within the construction area?	☐	☐	☒
9. Is there a potential for agricultural wetlands within the construction area?	☐	☐	☒
10. Air Quality			
a. Transportation Conformity (Air) Does Transportation Conformity apply?	☒	☐	☐
b. Is the project exempt from the requirement to determine conformity (40 CFR 93.126)?	☒	☐	☐
11. Air Quality: Does the project have the potential for adverse emission impacts?	☐	☐	☒
12. Is there a potential for prime or unique farmlands within or immediately adjacent to the construction area?	☐	☐	☒
13. Is there a potential for hazardous materials (including underground tanks) or hazardous material remains within or immediately adjacent to the construction area?	☐	☐	☒
14. Are there any publicly owned public parks, recreation areas, or wildlife or waterfowl refuges [Section 4(f)] within construction area?	☐	☐	☒
15. Are there any aesthetically visual resources within the project area?	☐	☐	☒

Exhibit 6-A, continued

B. The Social and Economic Environment	Yes	To Be Determined	No
16. Will the project require any right-of-way, including partial or full takes? Consider construction easements and utility relocations.	☒	☐	☐
17. Is the project inconsistent with plans and goals adopted by the community?	☐	☐	☒
18. Will the project result in the need for public services, including utilities other than those presently available or proposed?	☐	☐	☒
19. Will the project involve changes in access control?	☐	☐	☒
20. Will project involve the use of a temporary road, detour or ramp closure?	☐	☐	☒
21. Will the project reduce available parking?	☐	☐	☒
22. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	☐	☐	☒
23. Will the project generate public controversy based on potential environmental effects?	☐	☐	☒
24. Will project construction encroach on State or federal Lands?	☐	☐	☒
25. Are there National Register listed or potentially eligible historic properties or archaeological resources (Section 106, Section 4(f, NOTE: CT PQS DETERMINES APPLICABILITY OF QUESTION #25.	☐	☐	☒
26. Is there a potential for the introduction or spread of invasive species?	☐	☐	☒

Exhibit 6-A, continued

SECTION C, D & E - CHECK APPROPRIATE BOX TO INDICATE REQUIRED TECHNICAL STUDIES, COORDINATION, PERMITS OR APPROVALS

C.	REQUIRED TECHNICAL STUDIES	D.	COORDINATION	E.	PERMIT/APPROVALS
☐	NOISE STUDY				
	__ Traffic Related	__	FHWA		
	__ Construction Related	__	FHWA		
☐	WATER QUALITY STUDY				
	__ Discharge Dredged/Fill material (US waters)	__	U.S. Army Corps of Engineers	__	Issues Section 404 Permit
	__ Construction in Navigable Waters	__	U.S. Army Corps of Engineers	__	Section 10 Permit
	__ Construction of Bridges/Causeways Across Navigable Waters	__	U.S. Coast Guard	__	Approves Plans
	__ Construction of Bridge	__	California Regional Water Quality Control Board	__	Water Quality Certification
	__ Stream or Lake Alteration	__	California Department of Fish & Game	__	Section 1601/03 Permit
	__ NEPA/404 MOU	__	FHWA		
☐	SOLE SOURCE AQUIFER	__	EPA (S.F. Regional Office)	__	Contamination Threat
☐	COASTAL ZONE	__	State Coastal Zone Management agency (California Coastal Commission (CCC))	__	Coastal Zone Consistency
☐	FLOODPLAIN STUDY *	__	Federal Emergency Management Agency		
		__	FHWA	__	Floodplain Finding
☐	WILD & SCENIC RIVERS	__	U.S. Department of Interior		
		__	Heritage Conservation/Recreation Service		
☐	BIOLOGY STUDY *	__	FHWA	__	Sec 7 Consultation
		__	California Department of Fish & Game	__	Incidental Take Permit
☐	WETLANDS STUDY *	__	FHWA/EPA	__	Wetlands Findings
		__	U.S. Fish & Wildlife		
		__	U.S. Army Corps of Engineers	__	Verifies juris. wetlands
		__	National Marine Fisheries Service		
	Agricultural Wetlands	__	Natural Resources Conservation Service	__	Verifies agri. wetlands
☐	AIR QUALITY STUDY*	__	FHWA	__	Conformity Finding
☐	FARMLANDS STUDY	__	Natural Resources Conservation Service	__	Verifies prime/unique
		__	U.S. Army Corps of Engineers	__	Approves Conversions
☐	HAZARDOUS MATERIAL STUDY (Cleanup of Hazardous Material Sites)	__	1. CALIF. EPA; Department of Toxic Substances Control, Biennial Reports, Lists of Active Annual Work plan Sites		
		__	2. CALIF. Office of Planning and Research; Hazardous Wastes & Substances Sites List, List of Contaminated Sites		
		__	3. LOCAL; Health & Human Services Dept., Hazardous Waste Operations Div		

* FHWA has responsibility for consultation under regulation or interagency agreement or FHWA has responsibility for a finding or determination required by law, regulation or Executive Order.

Exhibit 6-A, continued

C.	REQUIRED TECHNICAL STUDIES	D.	COORDINATION	E.	PERMIT/APPROVALS
☐	SECTION 4(f) EVALUATION *	__	FHWA	__	Makes Determination
		__	Public Official w/Jurisdictional Responsibility.		
		__	SHPO/ACHP (as appropriate)		
		__	DOI/DOA/HUD/USDA (as appropriate)		
☐	SECTION 6(f) EVALUATION	__	Park Official		
		__	DOI		
☐	VISUAL IMPACT STUDY (AESTHETICS)	__	FHWA		
☐	RELOCATION IMPACTS STUDY	__	State & Local Planning Departments		
☐	SOCIO-ECONOMIC STUDY	__	Airports, Schools, State and Local Planning Departments		
☒	TRAFFIC City will provide Traffic Study for Caltrans review.	__	FHWA		
☐	SECTION 106 STUDY *				
	__ Exempt Undertaking	__	Caltrans (PQS & DLAE approve APE)	__	Determines whether project qualifies as exempt
	__ APE Map	__	Caltrans	__	Determines applicability of Minimal APE
	__ Historic Property Survey Report (HPSR)	__	Caltrans	__	Approves document
		__	Local Preservation groups and/or Native American Tribes	__	Provides comment on concerns with project
		__	FHWA	__	Concurs or Consults with SHPO/ACHP
		__	SHPO	__	Concurs
☐	CONSTRUCTION/ENCROACH ON STATE LANDS				
	__ Under State Lands Commission Jurisdiction	__	State Lands Commission	__	General Permit/Revise General Plans
	__ Under Caltrans Jurisdiction	__	Caltrans	__	Encroachment Permit
☐	CONSTRUCTION/ENCROACHMENT ON FEDERAL LANDS	__	U.S. Bureau of Reclamation	__	Encroachment Permit
		__	Private Land Owner	__	Right-of-Entry Permit
	Additional studies may be required for other federal agencies.				

F. Public Hearing and Public Availability

____ Not Required
____ Notices of Availability
____ Environmental Document ONLY
____ Opportunity for a Public Hearing
____ Public Hearing Required

* FHWA has responsibility for consultation under regulation or interagency agreement or FHWA has responsibility for a finding or determination required by law, regulation or Executive Order.

Exhibit 6-A, continued

G. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

___ Environmental Impact Statement
___ Environmental Assessment
___ Categorical Exclusion, with required technical studies (involving federal action)
___ Programmatic Categorical Exclusion, without required technical studies
X Programmatic Categorical Exclusion, with required technical studies (not involving federal action)

LOCAL AGENCY STAFF or CONSULTANT SIGNATURE

Prepared by: RKA Civil Engineers Inc., Jason C. Welday, P.E. Date 02/02/2006 Telephone #(909) 594-9702

LOCAL AGENCY PROJECT ENGINEER SIGNATURE:
This document was prepared under my supervision, in accordance with the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

Signature local agency [signature] Date: 09/25/06 Telephone #: (909) 594-9702

THE FOLLOWING SIGNATURES ARE REQUIRED FOR ALL PCEs, REGULAR CEs, EAs, AND EISs

CALTRANS DISTRICT ENVIRONMENTAL OFFICE CHIEF (EOC) OR DESIGNEE SIGNATURE
I have reviewed this Preliminary Environmental Study (PES) form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended level of environmental document (if required).

Signature EOC (or designee): [signature] Date: 7/18/07 Telephone #: (213) 897-3818

CALTRANS DISTRICT PROFESSIONALLY QUALIFIED STAFF (PQS) SIGNATURE

☐ Project does not meet definition of an "undertaking". No further review is necessary under Section 106. ("No" Sec B, #25)
☐ Project meets the definition of an "undertaking", involves the types of activities listed in Attachment 2 of the Section 106 PA, and, based on the information provided in the PES Form, does not have the potential to affect historic properties. ("No" Sec B, #25)
☐ Project meets the definition of an "undertaking" and involves the types of activities listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed, to determine the potential for effect: ("To Be Determined" Sec B, #25)
☐ Records Search ☐ _____ ☐ _____ ☐ _____
☐ The proposed undertaking is considered to have the potential to affect historic properties. Further studies for 106 compliance are indicated in Sections C, D and E of this PES Form. ("Yes" Sec B, #25)

Signature PQS: [signature] Date: 7/18/07 Telephone #: (213) 897-3818

DLAE SIGNATURE:
I have reviewed this Preliminary Environmental Study (PES) form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended level of environmental document (if required).

Signature DLAE: [signature] Date: 7-20-07 Telephone #: (213) 897-2945

THE FOLLOWING SIGNATURE IS REQUIRED FOR EAs, EISs, AND (WHEN RECOMMENDED BY THE EOC (or DESIGNEE), OR DLAE) FOR REGULAR CEs:

FHWA SIGNATURE:
I concur with the studies to be performed and the recommended level of environmental document.

Signature FHWA: N/A Date: _____ Telephone #: _____

Distribution:
Original: District Local Assistance Engineer Copy: Local Agency Project Files, District EOC (or designee), District PQS

City of Signal Hill proposes to widen Cherry Avenue at Pacific Coast Highway.

Please see continuation sheet for complete project description.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ **Categorically Exempt. Class ___.** (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])

N/A		N/A	
Signature: Environmental Branch Chief	Date	Signature: Project Manager	Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, it is determined that this project comes from a currently conforming Regional Transportation Plan and Transportation Improvement Program or is exempt from regional conformity.

CALTRANS NEPA DETERMINATION

☐ **Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771 activity (c)(___)
- 23 CFR 771 activity (d)(___)
- Activity ___ listed in the MOU between FHWA and the State

☒ **Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 326.

Signature: Environmental Branch Chief	7/18/07 Date	Signature: Project Manager/DLA Engineer	7-20-07 Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g. air quality studies, documentation of exemption from regional conformity, or use of CO Protocol; §106 commitments; § 4(f); § 7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised July 3, 2007 *kf*

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

07-LA-000-SGH	Cherry Avenue	CE 200705012	HPLU-5213(003)
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities

The proposed project is entitled: Cherry Avenue Improvement Project (Best Fit Signal Left Turn Lanes, S/B Single RT Turn Lane and Combined N/B RT Turn Lane).
The city of Signal Hill proposes to widen Cherry Avenue. Work would include right-of-way acquisition; design and construction for adding a right turn lane for the southbound approach and for a dedicated left turn lane for both the northbound and southbound approaching vehicles. A continuous two-way-left-turn lane will be striped for access to the residences and businesses along Cherry Avenue. On-street parking that is to be removed will not reduce the available parking spots that are required by the City of Signal Hill.

Between 20th Street and 19th Street, the city of Signal Hill will install a landscape median. South of 19th Street, the City will improve Cherry Avenue to improve traffic flow during AM and PM peak hours. This portion of the Cherry Avenue Improvement Project is located in the City of Long Beach. The proposed project will need to accommodate driveways and catch basins, relocate the bus shelter on the east side of the Cherry Avenue just north of Pacific Coast Highway, and acquire right of way, there will also be some utility relocation

All work is within the city of Signal Hill, District 07 – Los Angeles/Ventura Counties, California.

The proposed project will not negatively impact environmental resources within the project area.

Should there be any late discoveries of environmental concerns or is any hazardous waste is found all work is to stop immediately and Caltrans should be notified at once.

kf

RESOLUTION NO.

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF LONG BEACH, CALIFORNIA, FINDING AND DETERMINING THE PUBLIC INTEREST AND NECESSITY FOR ACQUIRING AND AUTHORIZING THE CONDEMNATION OF INTERESTS IN CERTAIN REAL PROPERTY (1925 EAST PACIFIC COAST HIGHWAY) LOCATED WITHIN THE CENTRAL LONG BEACH REDEVELOPMENT PROJECT AREA

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

WHEREAS, the Agency desires to implement the Redevelopment Plan for the Redevelopment Project by acquiring interests in real property necessary for the construction of roadway, intersection and related improvements at the intersection of Cherry Avenue and East Pacific Coast Highway, commonly known as 1925 East Pacific Coast Highway, in the City of Long Beach, State of California, more particularly described as follows:

Fee Interests

Northerly portion:

THAT PORTION OF LOTS 23 AND 24 OF TRACT NO. 1319, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF

CALIFORNIA, AS PER MAP RECORDED IN BOOK 21 PAGE 137, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT 24 AND A LINE THAT IS PARALLEL WITH AND 15.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHERLY LINE OF SAID LOT 24; THENCE ALONG SAID PARALLEL LINE SOUTH 90°00'00" WEST 27.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 15.00 FEET, SAID CURVE IS ALSO TANGENT TO A LINE PARALLEL WITH AND 12.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM SAID EASTERLY LINE OF SAID LOT 24; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 23.56 FEET TO LAST SAID PARALLEL LINE; THENCE ALONG LAST SAID PARALLEL LINE AND IT'S NORTHERLY PROLONGATION, NORTH 0°00'00" EAST 70.00 FEET TO THE NORTHERLY LINE OF SAID LOT 23; THENCE ALONG SAID NORTHERLY LINE NORTH 90°00'00" EAST 12.00 FEET TO THE EASTERLY LINE OF SAID LOT 23; THENCE ALONG THE EASTERLY LINES OF SAID LOTS 23 AND 24 SOUTH 0°00'00" WEST 85.00 FEET TO THE POINT OF BEGINNING.

AREA: 1068 SQ. FT.
APN 7216-032-019

(Depicted in Addendum 1 hereto.)

Southerly Portion:

THAT PORTION OF LOT 24 OF TRACT NO. 1319, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21 PAGE 137, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT 24 AND A LINE THAT IS PARALLEL WITH AND 13.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHERLY LINE OF SAID LOT 24; THENCE ALONG SAID PARALLEL LINE SOUTH 90°00'00" WEST 39.89 FEET; THENCE NORTH 0°00'00" WEST 2.00 FEET TO A LINE PARALLEL WITH AND 15.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHERLY LINE OF SAID LOT 24; THENCE ALONG LAST SAID PARALLEL LINE NORTH 90°00'00" EAST 39.89 FEET TO THE EASTERLY LINE OF SAID LOT 24; THENCE ALONG SAID EASTERLY LINE SOUTH 0°00'00" WEST 2.00 FEET TO THE POINT OF BEGINNING.

AREA: 80 SQ. FT.
APN 7216-032-019

(Depicted in Addendum 2 hereto.)

Temporary Construction Easement

THOSE PORTIONS OF LOTS 23 AND 24 OF TRACT NO. 1319, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 21, PAGE 137 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 24;

THENCE ALONG THE SOUTH LINE OF SAID LOT 24, SOUTH 90°00'00" WEST, A DISTANCE OF 39.89 FEET;

THENCE LEAVING SAID SOUTH LINE, NORTH 00°00'00" EAST, A DISTANCE OF 15.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 00°00'00" EAST, A DISTANCE OF 10.00 FEET TO A LINE THAT IS PARALLEL WITH AND 55.00 FEET NORTHERLY OF THE CENTERLINE OF PACIFIC COAST HIGHWAY AS SHOWN ON THE MAP OF SAID TRACT NO. 1319; .

THENCE NORTH 90°00'00" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 12.89 FEET TO THE BEGINNING OF A TANGENT CURVE, HAVING A RADIUS OF 5.00 FEET AND BEING CONCAVE TO THE NORTHWEST;

THENCE EASTERLY AND NORTHERLY ALONG SAID TANGENT CURVE THROUGH AN INTERNAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 7.85 FEET TO A LINE THAT IS PARALLEL WITH AND 52.00 FEET WESTERLY OF THE CENTERLINE OF CHERRY AVENUE AS SHOWN ON THE MAP OF SAID TRACT NO. 1319;

THENCE NORTH 00°00'00" EAST ALONG SAID PARALLEL LINE, A DISTANCE OF 70.00 FEET TO THE NORTH LINE OF SAID LOT 23;

THENCE NORTH 90°00'00" EAST ALONG SAID NORTH LINE, A DISTANCE OF 10.00 FEET TO A LINE THAT IS PARALLEL WITH AND 42.00 FEET WESTERLY OF THE CENTERLINE OF SAID CHERRY AVENUE;

THENCE SOUTH 00°00'00" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 70.00 FEET TO THE BEGINNING OF A TANGENT CURVE, HAVING A RADIUS OF 15.00 FEET AND BEING CONCAVE TO THE NORTHWEST;

THENCE SOUTHERLY AND WESTERLY ALONG SAID TANGENT CURVE THROUGH AN INTERNAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 23.56 FEET TO A LINE THAT IS PARALLEL WITH AND 45.00 FEET NORTHERLY OF THE CENTERLINE OF SAID PACIFIC COAST HIGHWAY;

THENCE NORTH 90°00'00" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 12.89 FEET TO THE TRUE POINT OF BEGINNING.

Approximately 986 square feet.

Said temporary easement shall extend for a period of six (6) months commencing forty-eight (48) hours after Agency provides notice to the owner of the area of its intent to commence construction.

APN: 7216-032-019

(Depicted in Addendum 3 hereto.)

Hereinafter together referred to as the "Subject Property."

WHEREAS, the Agency has given written notice by first-class mail at least fifteen (15) days prior to the date of this resolution to those persons whose property interest is to be acquired by eminent domain; and

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

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

Section 1. The public interest and necessity requires the acquisition of the Subject Property for a public use, to wit, the construction of roadway, intersection

and related improvements at the intersection of Cherry Avenue and East Pacific Coast Highway in the City of Long Beach.

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

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

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

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

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

Section 7. The Long Beach City Attorney's office, as the Agency's general counsel, is hereby authorized to engage special counsel to prepare and prosecute in the name of the Agency such proceeding or proceedings in the court having jurisdiction thereof as are necessary for such acquisition; and to prepare and file such pleadings, documents, and other instruments and to make such arguments and

generally to take such action as may be necessary in the opinion of said attorneys to acquire for the Agency the Subject Property. Said attorneys are specifically authorized to take whatever steps and/or procedures are available to them under the eminent domain law of the State of California.

APPROVED AND ADOPTED by the Redevelopment Agency of the City of Long Beach, California, on this ___ day of _____, 2010.

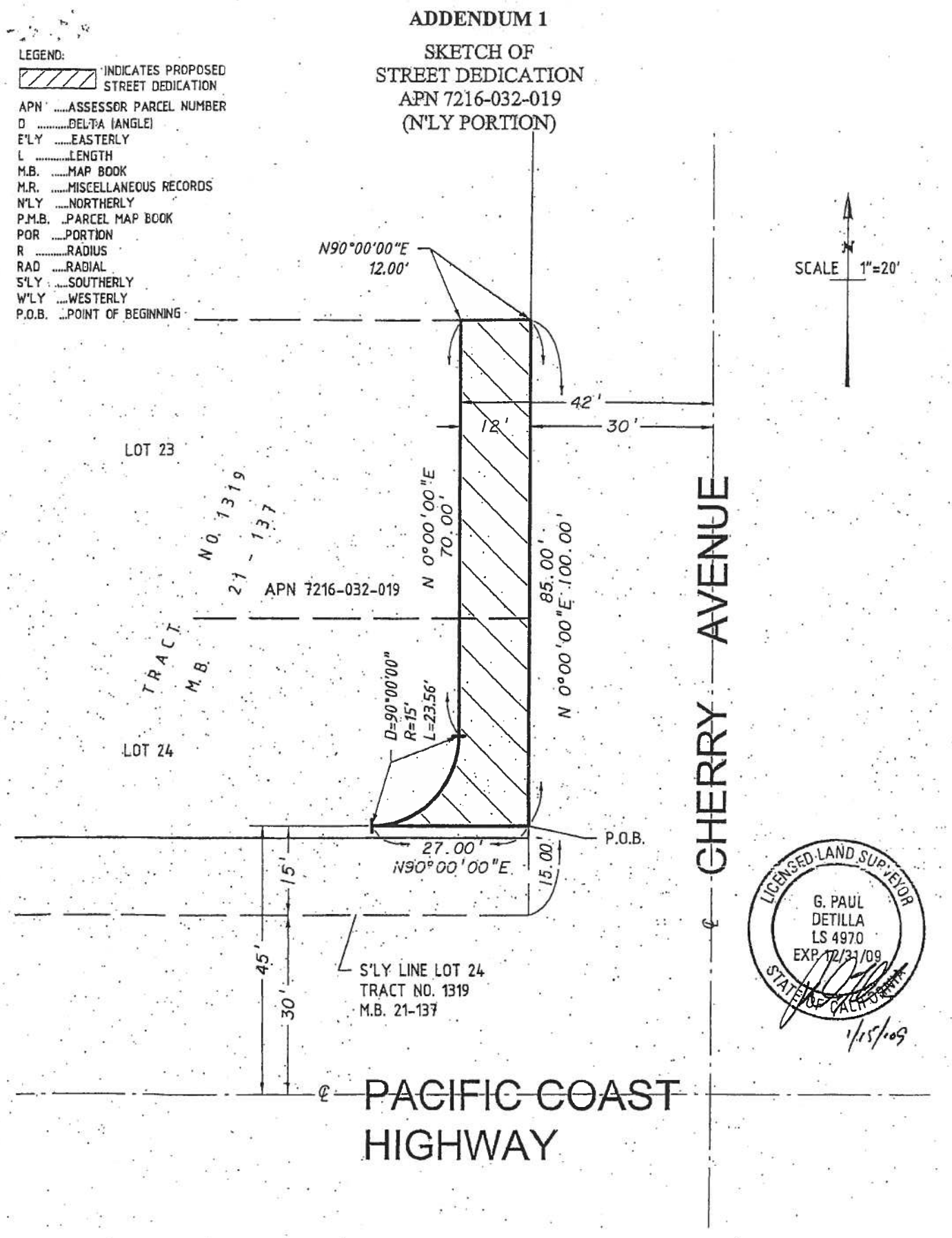
_____
Executive Director/Secretary

APPROVED:

_____
Chair

ADDENDUM 1

SKETCH OF STREET DEDICATION APN 7216-032-019 (N'LY PORTION)



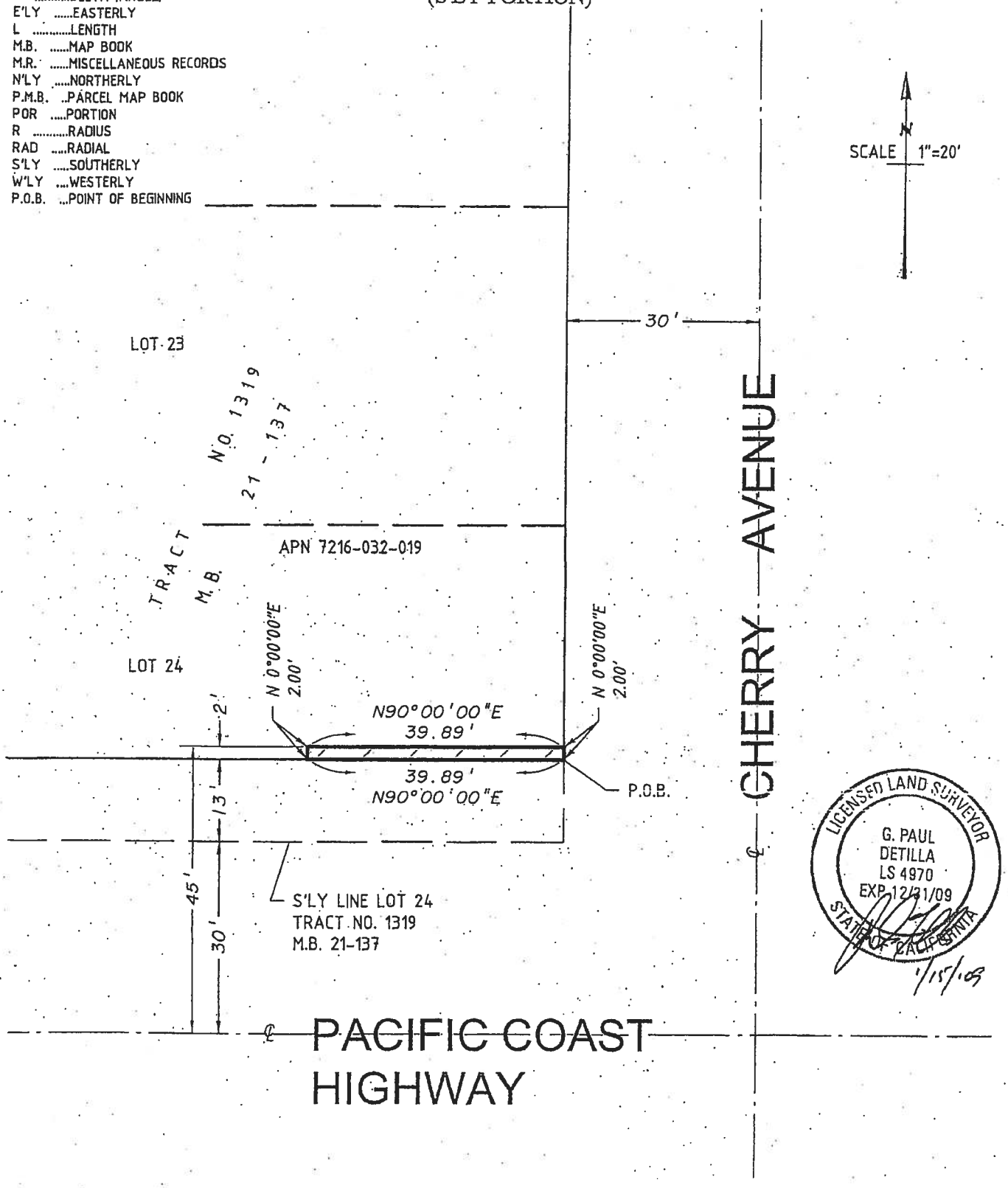
ADDENDUM 2

SKETCH OF STREET DEDICATION APN 7216-032-019 (S'LY PORTION)

LEGEND:

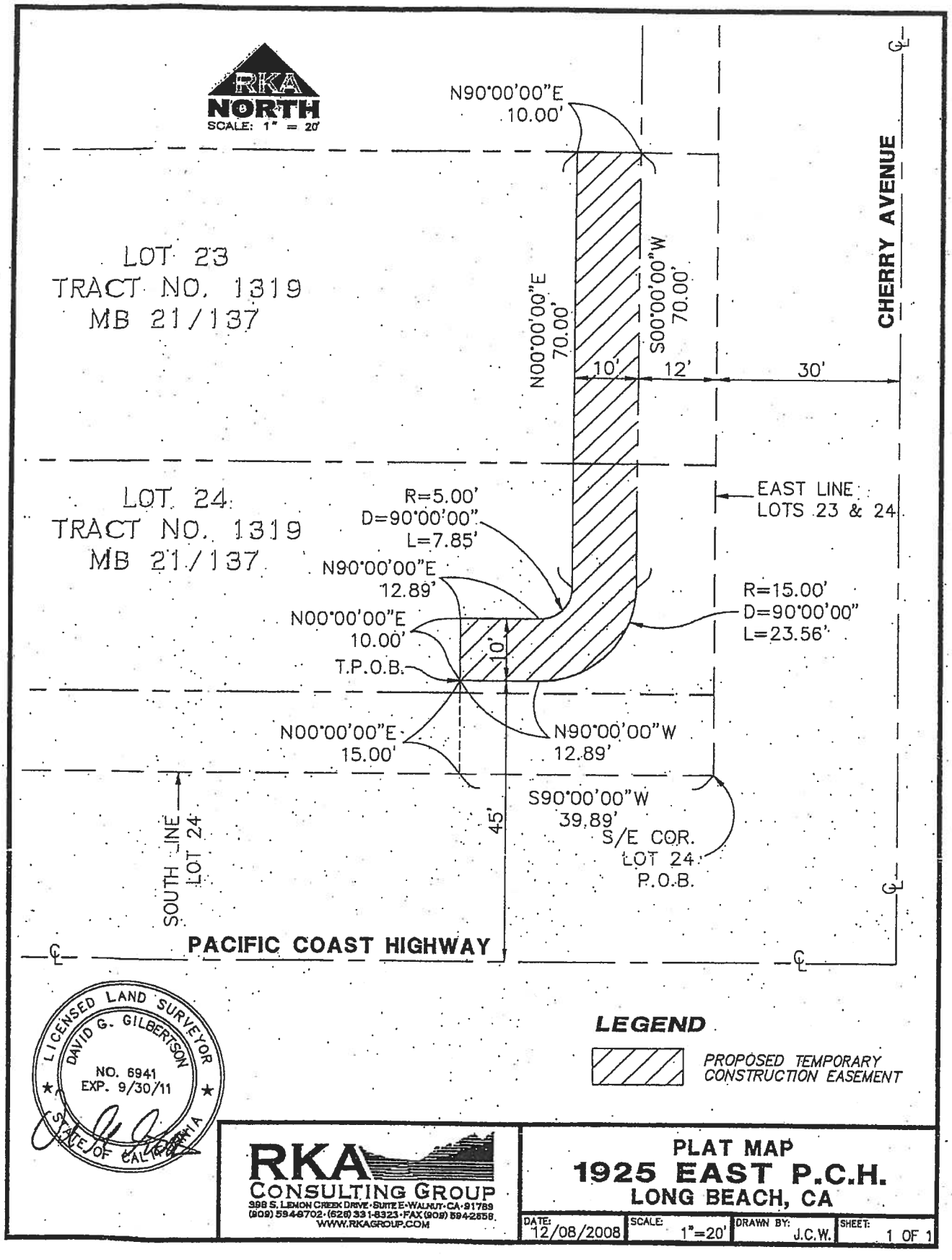
INDICATES PROPOSED STREET DEDICATION

APN .....ASSESSOR PARCEL NUMBER
D .....DELTA (ANGLE)
E'LY .....EASTERLY
L .....LENGTH
M.B. .....MAP BOOK
M.R. .....MISCELLANEOUS RECORDS
N'LY .....NORTHERLY
P.M.B. ..PARCEL MAP BOOK
POR .....PORTION
R .....RADIUS
RAD .....RADIAL
S'LY .....SOUTHERLY
W'LY ....WESTERLY
P.O.B. ...POINT OF BEGINNING



LICENSED LAND SURVEYOR
G. PAUL DETILLA
LS 4970
EXP. 12/31/09
STATE OF CALIFORNIA

1/15/09



RKA CONSULTING GROUP
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(909) 594-8702 · (626) 331-8323 · FAX (909) 594-2558
WWW.RKAGROUP.COM

PLAT MAP
1925 EAST P.C.H.
LONG BEACH, CA

DATE:	SCALE:	DRAWN BY:	SHEET:
12/08/2008	1"=20'	J.C.W.	1 OF 1