



Fresh & Easy Neighborhood Market

INITIAL STUDY

Prepared by:

City of Long Beach
Department of Development Services

INITIAL STUDY

Project Title:

Fresh & Easy Neighborhood Market – 3300 Atlantic Avenue and 3301, 3311, and 3341 Lime Avenue

Lead agency name and address:

Long Beach Planning Commission
333 W. Ocean Boulevard, 4th Floor
Long Beach, CA 90802

Contact person and phone number:

Lynette Ferenczy
(562) 570-6273

Project location:

3300 Atlantic Avenue, City of Long Beach, CA (APN 7148-012-045, 7148-012-046)
3301, 3311, and 3341 Lime Avenue, City of Signal Hill, CA (APN 7148-012-061, 7148-012-060, 7148-012-057, 7148-012-56, 7148-012-055)

Project Sponsor's name and contact information:

Luca Giovanardi
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200 N. Maryland Avenue, Suite 201
Glendale, CA 91206
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General Plan:

Market and Accessory Parking Lot with Atlantic Avenue Frontage - Land Use Designation (LUD) No. 8M Mixed Office/Residential Strip District

Typically found along the City's major arterials, LUD No. 8M encourages a mix of freestanding office, residential, and retail buildings; mixed-use buildings containing both retail and office uses and/or retail and residential uses, provided the retail components of these projects are located on the ground level, are also permitted.

Accessory Parking Lots (2) with Lime Avenue Frontage – LUD No. 4.1 Light Industrial

This designation is intended to facilitate nonpolluting light industrial uses that can coexist without detrimental impacts to surrounding land uses. Limited complimentary commercial uses are also allowed.

Zoning:

Market and Accessory Parking Lot with Atlantic Avenue Frontage - CCA Community Automobile-Oriented District

The CCA Zoning District permits retail and service uses, including convenience comparison shopping goods and associated services that are intended to serve larger geographic areas than the neighborhood commercial zoning districts.

Accessory Parking Lots (2) with Lime Avenue Frontage - LI Light Industrial

This designation is intended to facilitate nonpolluting light industrial uses that can coexist without detrimental impacts to surrounding land uses. Limited complimentary commercial uses are also allowed.

Project Description:

Market and Accessory Parking Lot with Atlantic Avenue Frontage

The project site consists of ten lots on 1.38 acres: five located in the City of Long Beach and five in the City of Signal Hill. The five lots located in Long Beach total 30,198 square feet and are located on the east side of Atlantic Avenue and north of East 33rd Street at 3300 Atlantic Avenue. The easterly 30' of these lots are located in the City of Signal Hill. The five lots located in Signal Hill also total 30,198 square feet and are located west of Lime Avenue and north of East 33rd Street. Currently, the Long Beach site is improved with a single-story commercial building and a single-story auto repair building. The lots in Signal Hill are improved with the following structures: 3301 Lime Avenue - single-story industrial building; 3311 Lime Avenue - single-story commercial/industrial building; and 3341 Lime Avenue - single-story industrial building.

The applicant is proposing to construct a new single-story, 14,304 square-foot Fresh & Easy Neighborhood Market with 17 parking spaces north of the building on the .69-acre Long Beach site. Two accessory parking lots, separated from the market by a 20' wide alley and containing a total of 52 parking stalls, comprise the remaining project acreage and lie within the City of Signal Hill. The lots in Signal Hill consist of a 100' wide x 120' deep parcel and a 150' wide x 120' deep parcel separated by 100'. Both of these lots will be improved as open parking lots for the retail use. The parking lots also contain a trash enclosure, transformer, and cart corral.

Ingress and egress to the market's property parking lot would be taken from both Atlantic Avenue and the abutting alley to the east; ingress and egress to the accessory parking lots would be taken from both the alley abutting their western property lines and Lime Avenue.

Requested entitlements for the project include a Site Plan Review for a new commercial building over 1,000 square feet, a Standards Variance for reduced parking lot and building setbacks, an oversized curb cut on Atlantic Avenue, a Conditional Use Permit to sell alcoholic beverages for off-site consumption, and a Lot Tie and/or Lot Merger. In addition, Mitigated Negative Declaration ND 07-09 has been prepared under requirements of the California Environmental Quality Act.

Surrounding land uses and settings:

The proposed market would be located at the northeast corner of Atlantic Avenue and East 33rd Street with accessory parking located adjacent to the market site lots at the northwest corner of Lime Avenue and East 33rd Street. Atlantic Avenue, classified by the Department of Public Works as a Major Arterial, forms the project sites western boundary and East 33rd Street, classified as a Collector Street, forms the southern boundary. Adjacent to the project site, to the south, across east 33rd Street is a vacant lot; to the east, across Lime Avenue, lies commercial/industrial uses, and to the west, across Atlantic Avenue, sits multiple restaurant uses. Adjoining the project site to the north is a veterinary clinic. Land uses in the general vicinity of the project site consist of primarily low-scale commercial uses (Atlantic Avenue), office and light industrial uses (Lime Avenue), and the San Diego Freeway, south of the site.

Public agencies whose approval is required:

Long Beach Planning Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a “Less Than Significant with Mitigation Incorporation” as indicated by the checklist on the following pages:

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Population & Housing
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Transportation & Traffic
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> National Pollution Discharge Elimination System	<input type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Geology & Soils	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

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

Lynette Ferenczy
Planner

January 20, 2010

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are supported adequately by the information sources a lead agency cites in the parenthesis following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration; Less Than Significant With Mitigation Incorporation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the check list 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) The explanation of each issue should identify:
 - a) The significance criteria or threshold. If any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

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

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

The City topography is relatively flat, with a view of Signal Hill to the south and minimal views of the Palos Verdes peninsula to the southwest. The nearest scenic hills are located in the City of Signal Hill, which is completely surrounded by the City of Long Beach. In addition, distant views of the San Gabriel and San Bernardino Mountains to the north as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months).

The project site is generally surrounded by commercial uses along Atlantic Avenue and Lime Avenue. The nearest scenic vistas are the hilly topography in the City of Signal Hill. The City’s Scenic Routes Element does not identify any scenic routes in the project vicinity.

Actions related to the demolition of the existing commercial and industrial structures and subsequent construction of the single-story commercial building and associated parking areas would not impact any existing scenic vistas. The two existing one-story commercial buildings at 3300 Atlantic Avenue would be replaced with a 14,304 square foot, one-story 22’ high commercial building. The three detached one-story automobile-related commercial buildings located on Lime Avenue would be removed.

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

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

There are no State designated scenic highways located within the City (the portion of Pacific Coast Highway east of the Traffic Circle is identified in the State’s Scenic Highway Program as an “eligible” scenic highway). No scenic resources, trees or rock outcroppings would be damaged as a result of the property acquisition and subsequent demolition of the project. There would therefore be no impact to any natural scenic resource and no further analysis is required.

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

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

See Sections I. (a) and (b) above for discussion. The project site in Long Beach is improved with two vacant commercial buildings constructed in 1966. Additions were made in 1982 and 1991 with the buildings last used as an automobile dealership. These two existing buildings will be removed and replaced with a single-story retail market on Atlantic Avenue. In the City of Signal Hill three vacant automobile-related commercial buildings will be demolished and replaced with two surface parking lots. Implementation of the project would not degrade the existing visual character or quality of the project site and/or surrounding area; therefore, no further analysis of this environmental issue is required.

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

The project site is urban in character and already improved with commercial uses that have substantial levels of lighting. Additionally, there are high levels of lighting emanating from adjacent commercial land uses as well as street lighting along Atlantic Avenue and 33rd Street. The demolition phase of the project could potentially involve the use of temporary lighting equipment causing the potential of limited impacts to nighttime views in the area though impacts of temporary lighting for demolition purposes would be less than significant. Lighting from the project is expected from the parking lot standards and exterior building fixtures and may have the potential to create new sources of light and/or glare. A mitigation measure to require lighting to be directed and shielded to prevent glare from intruding onto adjacent sites would create less than significant impacts.

Mitigation Measure A-1

Prior to issuance of a building permit the applicant shall demonstrate on the final project plans with a photometric study that all exterior light fixtures and light standards shall be shielded, located and installed to prevent spillover of light onto the surrounding properties and roadways.

II. AGRICULTURE RESOURCES

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

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

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

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

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

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

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

For Sections II. (a), (b) and (c) -There are no agricultural zones within the City of Long Beach, which is a fully urbanized community that has been built upon for well over half a century. The project would have no effect upon agricultural resources within the City of Long Beach.

III. AIR QUALITY

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

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

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

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

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

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

The project site is located within the City of Long Beach, which is part of the South Coast Air Basin and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD's *CEQA Air Quality Handbook* establishes the current guidelines and emission thresholds for assessment of potential air quality impacts. This *Air Quality Handbook* includes a consistency finding to determine whether a project is inconsistent with the assumptions and objectives of the SCAQMD's *Air Quality Management Plan (AQMP)*. In addition, the Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, it is consistent with the AQMP, and regional emissions are mitigated by the control strategy specified in the AQMP.

The project would not add any residential units or commercial structures that would create substantial employment or housing demands. The retail market will employ approximately 21-25 employees. The project replaces two existing commercial buildings on the Atlantic Avenue site last used as an automobile dealership and three commercial buildings on the Lime Avenue sites in Signal Hill last used for automobile-related purposes. Since the project is not growth

inducing, there would be no inconsistencies with either the SCAG growth forecasts or the AQMP and therefore no further analysis is required.

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

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

Both the State of California and the federal government have established ambient air quality standards for the following air pollutants: carbon monoxide, ozone, nitrogen oxides, sulfur oxides, particulate matter less than 10 and 2.5 microns in diameter, and lead. Ozone is formed by a photochemical reaction between nitrogen oxides and reactive organic gases, and therefore ozone impacts are assessed by evaluating these two sources.

The demolition work involved in the project would be temporary and short-term, estimated to take approximately 30 days/4 weeks for the demolition of the five, single-story commercial buildings. Construction work is expected to take approximately 154 days/ 22 weeks for the single-story 14,304 square foot retail market and 69-space parking lot. All project-related air impacts would cease at the end of the construction. Stationary and mobile on-site demolition equipment would include trucks and tractors. Based on the nominal amount of daily work trips required for project demolition and construction, worker trips are not anticipated to significantly contribute to traffic emission levels on surrounding roadways. Due to the amount of work involved in the demolition and subsequent construction of the market, air quality impacts from project activities would not be substantial.

To determine whether a project generates sufficient quantities of air pollution to be considered significant, the SCAQMD adopted maximum thresholds of significance for mobile and stationary producers in the South Coast Air Basin (SCAB), (i.e., cars, trucks, buses and energy consumption). SCAQMD Conformity Procedures (Section 6.3 of the CEQA Air Quality Handbook, April 1993) states that all government actions that generate emission greater than the following thresholds are considered regionally significant (see Table 1).

Table 1. SCAQMD Significance Thresholds

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
ROG	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
SO _x	150	150

Construction emissions would involve the demolition of the five existing commercial buildings, site grading, and construction of the 14,304 square foot retail market and 69-space parking lot. Construction emissions were based on a 4-week demolition period and 22-week construction period. Based on estimates of similar sized projects, the proposed project would not exceed threshold levels for mobile emissions. The estimated results are:

Construction	ROG	NO _x	CO	PM ₁₀
Project Emissions	1.06	2.1	17.4	3.81
AQMD Thresholds	75	100	550	150
Exceeds Thresholds	No	No	No	No

The primary long-term emission source from the proposed project would be vehicles driven by customers and employees to the site and delivery of products to the store. Estimated vehicle emissions based on similar size projects would not exceed the threshold levels for mobile emissions. In order to minimize demolition-related emissions, all vehicles and equipment used would be required to include State-mandated emission control devices pursuant to State emission regulations. Short-term emissions of particulate matter would be further reduced with implementation of the dust suppression measures contained in SCAQMD Rule 403. Additionally, the following mitigation measures are recommended to further reduce the level of demolition-related air quality impacts. Estimated operational (vehicle) emissions from the project are listed in the table below.

	ROG	NO _x	CO	PM ₁₀
Project Emissions	2.93	3.80	39.67	4.28
AQMD Thresholds	55	55	550	150
Exceeds Thresholds	No	No	No	No

The following mitigation measure is included to reduce the impacts of the construction emissions. The requirements of Rule 403 will reduce the construction-related impacts to below significance.

Mitigation Measure AQ-1

Prior to the issuance of a building permit, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works (or designee) shall review and approve the final demolition plan(s) to ensure that the following dust suppression measure, as provided in the SCAQMD *CEQA Air Quality Handbook*, is incorporated.

- All excavated or graded materials shall be sufficiently watered to prevent excessive dust dispersion. Watering shall occur at least twice daily with complete coverage of the project site, preferably in the late morning and after work is completed in the afternoon. Watering shall be increased whenever wind speeds exceed 15 miles per hour (mph). All grading and earth movement activities shall be suspended whenever wind gusts exceed 25 mph.
- All materials transported on-site or off-site shall be securely covered to prevent excessive dust dispersion.
- Sweep all streets and alleys once per day if visible soil materials are carried to adjacent streets or alleys using water sweepers with reclaimed water.
- Minimize at all times the area disturbed by demolition, clearing, grading, earthmoving or excavation operations.
- All trucks hauling dirt, sand, soil or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of at least 12 inches.
- Wash all trucks and construction equipment when leaving the project site.
- Limit on-site vehicle speeds to a maximum of 15 mph.
- If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust dispersion.

Implementation of Mitigation Measure AQ-1 would reduce potential adverse demolition-related air quality impacts to a less than significant level.

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

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

Please see Sections III. (a) and (b) above for discussion. The project would not result in significant air quality impacts and the implementation of Mitigation Measure AQ-1 would further reduce the level of potential air quality impacts.

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

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

The *CEQA Air Quality Handbook* defines sensitive receptors as children, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Facilities that serve various types of sensitive receptors, including, schools, hospitals, and senior care centers, are located throughout the City. For the project site, the closest location of potentially sensitive receptors include Burroughs Elementary School east of Orange Avenue. However, the completed project would not result in significant air quality impacts, and Mitigation Measure AQ-1 would further reduce the level of potential demolition-related impacts. Please see Sections III. (a) and (b) above for further discussion.

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

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

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, and food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions.

Project demolition and construction activities could generate some airborne odors typically associated with vehicles and equipment, such as diesel exhaust. The retail market would be required to comply with City requirements for the maintenance of trash areas to minimize potential odors, including the storage of refuse and recyclable items. However, project development related odors would be emitted from localized sources and would not emanate far from the sources. Such odors are therefore considered isolated to the immediate project vicinity and would not disperse significant odor levels to any nearby school or park facilities. While this is considered a less than significant impact, implementation of Mitigation Measure AQ-1 would further minimize demolition and construction related diesel and other odor-producing emissions.

f. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?

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

The project will generate some emission of greenhouse gases, primarily through demolition and construction-related vehicle and equipment exhaust emissions. At present, there are no federal, State or local emissions thresholds established for greenhouse gases such as carbon dioxide. However, the project would not create any long-term on-site stationary sources and would not establish any new growth-inducing land uses. The new 14,304 square foot retail commercial use will replace an existing 20,000 square foot retail commercial use. The project's contribution to global climate change in the form of greenhouse gas emissions is therefore limited to demolition vehicle and equipment emissions and vehicle trips to the market. The project would not result primarily in any new, significant sources of greenhouse gas emissions. Therefore, the project's contribution to greenhouse gas emissions of global climate change is less than significant.

g. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

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

See Section III. (f) above for discussion. The project would not establish any new plans, policies or regulations that would conflict with any federal, State or local plans, policies or regulations intended to reduce greenhouse gas emissions.

IV. BIOLOGICAL RESOURCES

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

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

There are no wildlife habitats or habitats for any sensitive or special status species within or in the vicinity of the project site. The surrounding area is fully

urbanized, and the project site has no open space or any other type of environment that could accommodate wildlife habitat. The site consists of commercial buildings and impervious surfaces (parking areas, sidewalks, curb and gutters). No further environmental analysis is required.

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

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

There are no riparian habitat areas in or around the project site, thus the project would have no impact on any riparian habitats or other sensitive natural communities. No further environmental analysis is required.

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

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

There are no wetland areas in or around the project site, thus the project would not impact any protected wetland areas. No further environmental analysis is required.

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

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

The project site is fully urbanized and the project would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors or nursery sites. No further environmental analysis is required.

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

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

The proposed removal of the project site's commercial structures and other impervious ground surface materials would not alter or eliminate any existing or future policy or ordinance protecting biological resources. No further environmental analysis is required.

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

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

The project is unrelated to habitat conservation and would not have any adverse effects on any existing or future habitat conservation plans. Please see Sections IV. (a) through (e) above for further discussion.

V. CULTURAL RESOURCES

Evidence indicates that primitive peoples inhabited portions of the City as early as 5,000 to 2,000 B.C. Much of the remains and artifacts of these ancient peoples were destroyed during the first century of the City's development. The remaining archaeological sites are located predominantly in the southeast sector of the City. No adverse impacts are anticipated to cultural resources.

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

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

There are no designated historic buildings on the project site and the project is not located in a historic district. Project implementation would not be anticipated to have a negative impact on any historic resources in the City.

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

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

No archaeological resources are known to exist in or around the project site. The probability that project implementation could impact any archaeological deposits is considered to be very low, given that the project site has been previously disturbed by grading associated with past construction activities for the existing structure. Furthermore, removal of the existing one-story commercial structures and accessory asphalt parking areas would not involve extensive grading or excavation. Any grading or excavation related to this project would not be expected to occur at a lower depth than previous construction activities. If any previously undiscovered cultural materials are encountered, work would be required under State law to stop until a qualified archaeologist can evaluate the nature and significance of any such find. Impacts related to archaeological resources would therefore be less than significant.

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

Ground disturbances are expected to be minimal since the project sites are currently developed. Proposed development involves demolition of existing commercial structures and construction of commercial buildings on grade. Due to the limited amount of ground disturbance and the history of such disturbances on the project site, there is low potential for undocumented buried resources to be encountered. Please see Sections V. (a) and (b) for further discussion.

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

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

Due to past ground disturbances and the fully urbanized character of the surrounding area, no conditions exist that suggest human remains are likely to be found on the project site. It is not anticipated that project implementation would disturb any human remains, included those interred outside of formal cemeteries. If human remains are found, such remains would be subject to the provisions of California Public Resources Health and Safety Code Section 7050.5-7055. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the California Native American Heritage Commission (NAHC) and consultation with the individual(s) identified by the NAHC as the “most likely descendent.” If human remains are found during any grading or excavation activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected until the County Coroner has been called out and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts would be considered less than significant.

VI. GEOLOGY AND SOILS

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

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

- | | | | |
|---|--|--|------------------------------------|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less Than Significant with Mitigation Incorporation | <input checked="" type="checkbox"/> Less Than Significant Impact | <input type="checkbox"/> No Impact |
|---|--|--|------------------------------------|

Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. The project site is located outside of this fault zone and all “Caution Zones for Essential and Hazardous Facilities.” A less than significant impact is expected.

ii. Strong seismic ground shaking?

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

The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. The project would be required to be constructed in compliance with all current state and local building codes relative to seismic safety. IN addition the subject site is not located in a significant fault or “caution zone.” A less than significant impact would be anticipated.

iii. Seismic-related ground failure, including liquefaction?

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

Per Plate 7 of the Seismic Safety Element, most of the City is located in areas of either minimal or low liquefaction potential. The only exceptions are in the southeastern portion of the City, where there is significant liquefaction potential, and the western portion (most of the area west of Pacific Avenue and south of the 405 freeway), where there is either moderate or significant liquefaction potential. The project site is located in an area of minimal liquefaction potential and project impacts on seismic-related ground failure would be less than significant. Please see Sections VI. (a)(i) and (ii) above for further discussion.

iv. Landslides?

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

Per the Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle. The project site is relatively flat and there are no substantial hills in the immediate project vicinity. Therefore, no impact would be expected and no further environmental analysis is required.

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

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

The project would be required to adhere to all applicable construction standards regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from earth-moving activities such as excavation and compaction. However, given the project's scope, impacts would be minimal. Project impacts would therefore be less than significant. No further environmental analysis is necessary.

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

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

Please see Section VI. (b) above for discussion. Soil movement as a result of demolition and construction-related activities would be minimal.

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

Per the City's Seismic Safety Element, the City is divided into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile D, which is composed of interbedded units of sandstone, siltstone, and shale ranging in age from Miocene to late Pleistocene. The near surface soils consist predominately of cohesionless soils such as sand, silty sand, and sandy silt that are generally medium to very dense. These types of soils are considered less expansive than soils with higher clay content, which tend to hold water and expand during rainy periods. Therefore, the project site is not characterized by more expansive types of soils and impacts would be less than significant.

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

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

The entire City is served by an existing sewer system and therefore no need for septic tanks or any other alternative wastewater disposal systems exists. No further environmental analysis is required.

VII. HAZARDS AND HAZARDOUS MATERIALS

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

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

The project involves the demolition of five one-story commercial structures and appurtenant asphalt parking areas and the construction of a one-story retail market and associated parking area. The structures, given their age, may contain hazardous materials such as asbestos and lead paint. The demolition and disposal of these materials could potentially create significant public health hazards. However, the handling and disposal of any hazardous or potentially hazardous materials would be required to comply with SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities) as well as Long Beach Municipal Code Chapters 8.86 (Hazardous Materials Release Response Plans and Inventory), 8.87 (Hazardous Waste Control), and 8.88 (Hazardous Materials Cleanup). In addition, the project must comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. California Code of Regulations Section 1532.1 requires the testing, monitoring, containment, and disposal of lead-based materials to ensure exposure levels do not exceed CalOSHA standards. The site plan shows two possible oil well locations in Signal Hill on Lime Avenue. A Mitigation Measure to address the required method to abandon and/or close and cap the oil wells would create less than a significant impact.

The following mitigation measures are recommended to reduce potential impacts related to the release of asbestos or lead-based materials during demolition and transport of demolished building materials.

Mitigation Measure HAZ-1

Any existing oil wells determined to be located on the project site shall be required to be abandoned, closed and/or capped to the satisfaction of the State of California, Department of Conservation-Division of Oil, Gas and Geothermal Resources (DOGGR) prior to the issuance of a demolition permit.

Mitigation Measure HAZ-2

Prior to the issuance of any permit for demolition, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. All testing procedures shall follow all applicable State and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos containing materials pursuant to State and federal standards.

Mitigation Measure HAZ-3

Should the on-site structure be found to contain asbestos, all asbestos containing material shall be removed according to proper abatement procedures recommended by an asbestos consultant. All abatement activities shall be in compliance with federal OSHA, CalOSHA, AQMD Rule 1403 and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, and the location where the asbestos containing material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Mitigation Measure HAZ-4

Prior to any building demolition, a licensed lead-based paint consultant shall be contracted to evaluate all structures for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with federal OSHA, CalOHSAs, and SCAQMD requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. All lead-based material shall be taken to a landfill or receiving facility licensed to accept this type of material. Following completion

of the lead-based paint abatement, the consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, and the location where this material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

Incorporation of Mitigation Measures HAZ-1, HAZ-2, HAZ-3 and HAZ-4, would reduce potential impacts related to asbestos and lead-based materials to a less than significant level.

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

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

Please see Section VII. (a) above for discussion. Mitigation Measures HAZ-1, HAZ-2 and HAZ-3 would reduce potential hazardous materials impacts related to asbestos and lead-based materials to a less than significant level and HAZ-4 would reduce potential hazardous material impacts related to the oil wells to less than a significant level.

The project site is in an area that has been developed for urban uses for several decades. Although there is at present no evidence of on-site soil or groundwater contamination, contaminants could be present on this site. There will be some ground disturbance during project demolition, including the potential of post-demolition surface leveling. If surface or near surface contaminants are present on the project site, these contaminants could be disturbed during project activities. If appropriate remedial actions are not taken, excavation and transport of such contaminants could potentially result in exposure of workers or the public to health hazards. The following mitigation measures are therefore recommended for this potential hazard.

Mitigation Measure HAZ-5

Project demolition plans shall include a contingency plan to be implemented in the event that contaminants are suspected or discovered. The contingency plan shall identify the appropriate personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The demolition contractors shall be notified of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to

continue with the demolition and identify the person authorized to make that determination.

Mitigation Measure HAZ-6

If contaminants are detected, soil sampling shall be performed and the results forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The local regulatory agency would have the responsibility of determining whether any additional investigation or remedial activities would be necessary.

Mitigation Measure HAZ-7

If concentrations of contaminants warrant site remediation, the contaminated materials shall be remediated before the demolition permit receives final sign-off from the appropriate Building Bureau inspector. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall be approved by the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the remediation activities, including all waste disposal and treatment manifests.

Mitigation Measure HAZ-8

If groundwater contamination is suspected or detected, the applicant shall conduct a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in the drinking water, or if the contaminants exceed health risk standards, the results of the groundwater sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The appropriate regulatory agency shall then be responsible for determining if any additional investigation or remedial activities are necessary.

Incorporation of Mitigation Measures HAZ-5, HAZ-6, HAZ-7 and HAZ-8 would reduce potential impacts related to soil or groundwater contamination to a less than significant level.

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

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

Please see Sections VII. (a) and (b) above for discussion. Schools in the vicinity include Burroughs Elementary School. Mitigation Measures HAZ-1 through HAZ-8 would reduce potential impacts from hazardous materials or hazardous emissions to a less than significant level.

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

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

The subject properties that comprise the project site are not included on any lists of hazardous materials sites. Please see Sections VII. (a) and (b) above for further discussion.

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

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

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles west of this Airport. However, the demolition of the site's structures and subsequent construction of the retail market would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

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

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

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

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

The proposed project would be the development of a single-story retail market and 69-space parking lot. The project would be required to comply with current Fire and Health and Safety codes and would be required by code to post evacuation routes to be utilized in the event of an emergency. The completed project would be required to undergo periodic inspections by the Fire Department. As designed, the project would not be expected to impair the implementation of or physically interfere with an emergency response plan or with any emergency evacuation plan. No further environmental analysis is required.

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

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

The City is a highly urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires. No further environmental analysis is required.

VIII. HYDROLOGY AND WATER QUALITY

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

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

Pursuant to Section 402 of the federal Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources (conveyances such as pipelines) that discharge pollutants. The City of Long Beach has its own municipal NPDES permit (NPDES No. CAS004003), which requires certain types of projects to comply with the Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP). The types of projects subject to SUSMP requirements are hillside projects, residential subdivisions of 10 units or more, new commercial development of 100,000 square feet or more of impermeable areas, and projects located adjacent to or discharging into environmentally sensitive areas. This project would therefore not be subject to SUSMP requirements.

A limited amount of demolition and construction-related storm runoff could result from the project. This could include pollutants such as chemicals, paints, fuels and lubricants. Through the project only involves the demolition of five commercial buildings and construction of a one-story 14,304 square foot retail market and associated parking areas, related runoff would occur, thus a less than significant impact is expected.

Mitigation Measures HYD -1

Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm run-off and methods of proposed discharge. The grading plan shall include a retaining wall plan and erosion control plan. The plans shall be approved by all impacted agencies.

Mitigation Measures HYD -2

Prior to the release of any grading or building permit, the project plans shall include a narrative discussion of the rationale used for selecting or rejecting BMPs. The project architect or engineer of record, or authorized qualified designee, shall sign a statement on the plans to the effect: “As the architect/engineer of record, I have selected appropriate BMPs to effectively

minimize the negative impacts of this project’s construction activities on storm water quality. The project owner and contractor are aware that the selected BMPs must be installed, monitored and maintained to ensure their effectiveness. The BMPs not selected for implementation are redundant or deemed not applicable to the proposed construction activities.”

(Source: Section 18.95.050 of the Long Beach Municipal Code).

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

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

Please see Section VIII. (a) above for discussion. The City is a highly urbanized community with the water system infrastructure fully in place to accommodate future development.

The project, involving the demolition of existing site improvements and subsequent construction of a new retail market is expected to minimally increase demands for water usage. The proposed project would utilize existing City water systems and would not interfere with groundwater recharge. The operation of the proposed land use would not be expected to substantially deplete or interfere with the recharge of groundwater supplies. Project impacts would therefore be considered less than significant.

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

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

The proposed project involves the construction of a single story retail building and associated parking areas. The drainage pattern of the site may be altered and a drainage plan would be required as part of the project approvals. No river or stream would be affected and a less than significant impact would be anticipated.

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

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

Please see Sections VIII. (a) and (c) above for discussion.

e. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems?

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

Please see Sections VIII. (a) and (c) above for discussion. The City's existing storm water drainage system is adequate to accommodate existing and anticipated runoff from the project site.

f. Would the project otherwise substantially degrade water quality?

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

The project shall comply with all laws and code requirements relative to water quality during construction. The project would not be expected to substantially degrade the water quality. Please see Sections VIII. (a) and (c) above for discussion.

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

No housing or any other type of residential land uses or structures are proposed as part of the project, thus no impacts would occur in this regard.

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

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

According to Plate 10 of the Seismic Safety Element, the project site is located outside of the 100-year floor hazard area. Please see Section VIII. (g) above for discussion. Therefore, there would be no impact.

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

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

Please see Section VIII. (g) above for discussion. Flooding in Long Beach would most likely be the result of either heavy rains or earthquakes. Earthquake induced flooding could result from failure of water-retaining structures during earthquakes. Plate 11, Areas of Potential Flooding, in the City's Public Safety Element identifies areas that could be subject to possible flooding on a ten-year recurrence probability. The project site is located outside of the areas susceptible to possible flooding. As the project site is located outside of any flood hazard areas, including the 100-year flood area, no structures would be exposed to a significant risk of flooding related hazards.

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

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

A tsunami is a sea wave generated by a submarine earthquake, landslide or volcanic activity. More specifically, tsunamis are long period, low amplitude ocean waves. According to the City's Seismic Safety Element, a major tsunami from an earthquake, landslide or volcanic event is considered extremely remote for Long Beach. A seiche is an earthquake or landslide induced wave that can be generated in any enclosed body of water.

The project site is located approximately four miles north of the coast. According to Plate 11 of the Seismic Safety Element, the majority of Long Beach is not within a zone influenced by the inundation of seiche, tsunami, or

mudflow. Potential tsunami hazards would be limited to residential properties near the coastline. Please see Sections VIII. (g) and (i) for further discussion.

IX. LAND USE AND PLANNING

a. Would the project physically divide an established community?

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

The portion of the project site in Long Beach is located in the CCA (Community Automobile-Oriented District) and the portion in Signal Hill east of the alley is located in the LI (Light Industrial District). The existing improvements consist of two vacant commercial buildings last used as automobile sales on the Long Beach site and three vacant commercial buildings on the two Signal Hill sites east of the alley. All existing buildings will be removed and a new retail market constructed at the southern portion of the Long Beach site with the required parking north of the building and also on the two Signal Hill sites with frontage on Lime Avenue. Ingress and egress to the market's property parking lot would be taken from both Atlantic Avenue and the abutting alley to the east; ingress and egress to the accessory parking lots would be taken from both the alley abutting their western property lines and Lime Avenue. There are two commercial properties located between the parking lots on Lime Avenue. An automobile-oriented commercial use is appropriate for this location on a major arterial and will not divide an established community. There are no residential uses on this block of Atlantic Avenue or Lime Avenue. Existing public sidewalks provide pedestrian access to and around the project site. Less than significant impacts would result from the project and no further environmental analysis is necessary.

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

The project site is located in General Plan Land Use Designation (LUD) No. 8M Mixed Office/Residential Strip. This LUD district is intended to encourage a mix of freestanding office, residential, and retail buildings; mixed-use buildings containing both retail and office uses and/or retail and residential uses, provided

the retail components of these projects are located on the ground level, are also permitted.

The project site's zoning district is Community Automobile-Oriented District (CCA). This zoning district is found on minor and major arterials throughout the City encourage retail and service uses including convenience comparison-shopping goods and associated services intended to serve large geographic areas. The project site is also located in the North Long Beach Redevelopment Project Area. The project is not located in any historic district and there are no historic buildings on the project site.

The project requires approval of a Site Plan Review for constriction of a commercial building more than 1,000 square feet, a Standards Variance for a reduced front setback for the building and parking lot on Atlantic Avenue and a Conditional Use Permit for the off-site sale of alcoholic beverages. If these discretionary requests are approved, the project will be consistent with the Zoning Ordinance and will not conflict with any Zoning Regulations of the Municipal Code or other applicable land use plan, policy, or regulation. Thus project impacts would be less than significant in this regard and no further environmental analysis is necessary.

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

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

See Sections IX. (a) and (b) above for discussion. The City is highly urbanized environment characterized by in-fill development projects that recycle previously developed properties. As stated in Biological Resources IV. (a) above, there are no wildlife habitats or habitats for any sensitive or special status species within or in the vicinity of the project site. No habitat conservation plan or natural communities conservation plan would be impacted by project implementation.

X. MINERAL RESOURCES

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

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

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

The project site and surrounding properties are part of a fully urbanized area with no known mineral resources of value. The plan identifies two possible oil well locations on the sites in Signal Hill. These two oil wells are non-producing and shall be capped and/or closed to the satisfaction of the State Department of Oil & Gas. With the incorporation of Mitigation measure HAZ-8; potential impacts to valuable mineral resources would be less than significant.

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

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

Please see Section X. (a) above for discussion. The existing abandoned oil wells are not locally important mineral resource. Impacts are less than significant.

XI. NOISE

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

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

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

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

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

Demolition and construction activities typically involve various types of short-term noise impacts from trucks, earth-moving equipment, and depending on project site characteristics, activities that generate short-term loud noises and vibrations. Demolition equipment can include dozers, backhoes, tractors, and trucks. Noise produced by this equipment will vary depending upon the type of equipment required, duration of equipment operations, and maintenance levels.

The proposed project involves the demolition of commercial buildings and construction of a single-story commercial retail building for human occupancy. The noise impacts are anticipated during the demolition and construction phases of the building. The demolition phase of the project would involve varying noise levels but would take only about 30 days to complete. The construction phase is expected to take approximately 22 weeks.

All demolition and construction activities must be done in compliance with the City's Noise Ordinance (Long Beach Municipal Code Section 8.80). The project would not alter the Noise Ordinance provisions or be exempt from local noise controls. Per the Municipal Code, demolition activities are limited to the hours of 7:00 AM to 7:00 PM on weekdays and federal holidays, and 9:00 AM to 6:00 PM on Saturdays. Activity on Sundays is prohibited unless a special permit is approved by the City's Noise Control Officer. Per Long Beach Municipal Code Chapter 8.80.130, it is unlawful for any person to willfully make or continue, or cause to be made or continued, a loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Noise levels from the proposed project are not anticipated to be substantial due to the limited duration and daytime hours of all demolition and construction activities. However, due to the project site's proximity to the adjacent senior center and area schools, which are considered to be sensitive receptors for noise impacts, the following demolition-related mitigation measures are recommended.

Mitigation Measure NOISE-1

All project demolition and construction activity shall be in full compliance with the restrictions on permitted construction hours as set forth in Long Beach Municipal Code Chapter 8.80.202. No work shall be allowed on Sundays.

Mitigation Measure NOISE-2

The project contractors shall equip all demolition equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer's specifications, as documented in demolition plans and verified by the City Building Official.

Mitigation Measure NOISE-3

The project contractors shall place all stationary demolition equipment in a manner that ensures emitted noise is directed away from sensitive receptors nearest the project site, as documented in demolition plans and verified by the City Building Official.

Mitigation Measure NOISE-4

The project contractors shall locate equipment staging in areas that will create the greatest distance between demolition and construction related noise sources and noise-sensitive receptors nearest the project site during all project activities, as documented in demolition plans and verified by the City Building Official.

Mitigation Measure NOISE-5

Electrical power shall be used to run air compressors and similar power tools, if used.

Mitigation Measure NOISE-6

All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

Mitigation Measure NOISE-7

For all noise-generating demolition and construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but not be limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between the project site and nearby sensitive receptors.

Incorporation of Mitigation Measures NOISE-1 through NOISE-7 would reduce potential impacts related to demolition and construction noise to a less than significant level.

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

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

See Section XI. (a) above for discussion. Project activities involve elements typically associated with building construction can create elevated levels of ground borne vibrations and noises. Any vibration related to building demolition or pavement-breaking activities for removal of existing paved parking areas would be minimal in duration and intensity. While such noise would be typical fro a development project, the construction and demolition must conform to the City of Long Beach Noise Ordinance with regard to when it takes place. Therefore, project impacts would be less than significant. .

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

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

The demolition and construction of the proposed project would result in a substantial permanent increase in ambient noise levels in the vicinity. Given the land use, the proposed increase is not expected to be significant. Therefore, the impact is less than significant for such an increase.

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

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

Demolition activities of the development of the proposed project would involve temporary noise associated with demolition and construction. Such noise would create a temporary increase in the ambient noise level in the surrounding area. Once the project is completed, the noise levels created by the project would be

expected to be non-disruptive and consistent with the existing commercial uses on Atlantic Avenue.

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

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

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles west of this Airport. However, demolition of the existing project site's improvements would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

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

There are no private airstrips located within or adjacent to the City. No further environmental analysis is required.

XII. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County and the fifth largest in California. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. The 2000 Census reported a total of 163,088 households in Long Beach, with an average household size of 2.8 persons and a Citywide vacancy rate of 6.32 percent.

According to SCAG projections, City population growth is expected to be six percent during 2005 to 2015 and increase another three percent during 2015 to 2020, for an annual growth rate of less than one percent per year over the next two decades. Long Beach is expected to increase in population to approximately 503,450 by the year 2010 and exceed 533,000 by 2020. Based on SCAG projections of approximately 503,450 persons in Long Beach by the year 2010, this would represent 179,804

households (assuming the 2.8 household size remains constant), an increase of 16,716 households from 2000 to 2010.

a. Would the project induce substantial population growth in an area, either directly or indirectly?

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

The project would not directly or indirectly induce population growth in the project vicinity, as it would not create any new housing units and will only employ between 21 and 25 persons. The proposed project would decrease the commercial building area from approximately 20,000 square feet to 14,300 square feet. The decrease in square footage would not be classified as “Substantial growth” in that the zoning designation supports the proposed level of development.

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

There are no housing units on the project site or people residing on the project site in any form of temporary housing. The project would therefore not displace any existing housing units or people from the project site.

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

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

Please see Section XII. (b) above for discussion.

XIII. PUBLIC SERVICES

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

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

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

Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

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

The proposed project involves the demolition and removal of five existing commercial buildings on the project site, and construction of a single-story commercial retail building. The project will be plan checked and inspected by Long Beach Fire Department to ensure compliance with regulations. As a result, the project would not be expected to have adverse impacts upon Fire Services. No further environmental analysis is necessary.

b. Police protection?

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

Similar to Section XIII. (a) above, the project would not significantly impact existing police service ratios and response times, and would not increase the demand for additional police protection services. No further environmental analysis is necessary.

c. Schools?

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

The proposed project is the development of a one-story retail market and associated parking that will employ between 21 and 25 people. As the project does not include residential units, it will not directly impact the school district. However, any indirect impacts would be mitigated by the mandated school impact fees that would be paid by the applicant at the time of issuance of permits. The City collects such fees from the Long Beach Unified School District along with other required permit fees. The anticipated impact of the proposed project upon the local schools would be expected to be less than significant.

d. Parks?

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

This non-residential project does not remove any park areas from the neighborhood nor is it expected to substantially increase demand for park use, therefore, no impact is anticipated from the new retail market.

e. Other public facilities?

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

No other impacts have been identified that would require the provision of new or physically altered governmental facilities. Due to the nature and scope of the proposed project, implementation would not increase the demand for any other public facilities (e.g., libraries) or create the need for alteration or construction of any governmental buildings. No further environmental analysis is necessary.

XIV. RECREATION

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

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

The proposed project is a commercial retail use and would not potentially increase the use of existing recreational facilities in the City. As the development of the project does not involve new housing units or construction of new parks or recreational facilities, the project is not expected to create any new demands for parks or recreational facilities and no impact is anticipated.

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

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

Please see Section XIV. (a) above for discussion. The project does not include any on-site recreational facilities. No impact is anticipated.

XV. TRANSPORTATION/TRAFFIC

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

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

The project consists of the demolition of five existing single-story commercial buildings and construction of a single-story commercial building. The project involves the development of a trip generating land uses.

Access to the site is taken from Atlantic Avenue and the north/south alley east of the building. Access to the parking lots is taken from Lime Avenue. The loading dock is located along the south building elevation with an oversized curb cut on Atlantic Avenue for exiting. Project implementation would likely increase traffic counts over the site's previous use, but the increase given the projects site figures to be less than significant.

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

The conclusion of the traffic study performed by Linscott, Law & Greenspan, and December 10, 2009, to evaluate the individual and cumulative effects of the project conclude that the proposed project would not significantly impact any of the thirteen study intersections. Therefore, less than a significant impact is anticipated.

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

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

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The project site is located approximately two miles west of this Airport. However, demolition of the existing project site structure would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

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

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

The project will require the alley located in Signal Hill to be expanded from 20' to 24' for the southern portion of the alley to accommodate on-site truck loading and unloading and street dedication on Lime Avenue. To avoid egress into the truck loading area on Atlantic Avenue, the traffic study's recommendation is to install appropriate signage to preclude entry into the loading area. The project would not further alter the design features of any streets or alleys and would not introduce or encourage any incompatible land uses in the project vicinity with

the mitigation incorporated, hazard potential would drop to a less than significant level.

Mitigation Measure TT –1

The applicant shall install signage for the southern most curb cut on Atlantic Avenue that prohibits entry to the satisfaction of the City Traffic Engineer.

e. Would the project result in inadequate emergency access?

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

Vehicular access to the site would be off Atlantic Avenue, Lime Avenue and the alley between the building and parking lots. During preliminary review and plan check, the Fire and Police Department would provide input into the floor plans and the vehicular and pedestrian access fro the proposed project. With the incorporation of their input, the project would not be expected to result in inadequate 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

The project would remove five commercial buildings on three separated lots and the construction of a 14,304 square foot retail market with a total of 69 parking spaces, a complying parking stall count that is anticipated to exceed parking demand.

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

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

As part of the project, a bus stop located on Atlantic Avenue near the intersection of 33rd Street would have to be relocated to the north approximately 30'. In addition, bike racks will be required at a rate of one space for every 7,500 square feet of retail building area.

XVI. UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For Sections XVI. (a) through (g) – The project would not be expected to cause an undue burden on any utility or service system. The project would occur in the CCA zone on Atlantic Avenue, an urban setting with all service and utilities fully in place. Such development was taken into account when the surrounding utility and service systems were planned. IN regards to “g”, the proposed project would be required to comply with all statutes and regulations related to solid waste. The Zoning Code also requires a designated area for the collection of recyclables shall be provided adjacent to the area for the collection of waste. Project. No further environmental analysis is necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

The proposed project would be located within an established urbanized setting. As determined in Section IV. Biological Resources and Section V. Cultural Resources, the project would have no impacts on biological or cultural resources. The project would not degrade the quality of the environment, impact any natural habitats, impact any fish or wildlife populations, threaten any plant or animal communities, alter the number or restrict the range of any rare or endangered plants or animals, or eliminate any examples of the major periods of California history or prehistory.

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

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

The proposed project and its associated land use would be located within a built-out urban area of the City where no past projects, current projects, or future projects would appear to have cumulative considerable impacts upon the environment.

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

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

Potential project impacts related to aesthetics, air quality, hazardous materials, noise and other environmental issues have been analyzed in this Negative Declaration. As concluded in the discussions on these issues, the project with all recommended mitigation measures would have a less than significant impact on the environment and would not have significant adverse effects on human beings.

MITIGATION MONITORING PLAN
MITIGATED NEGATIVE DECLARATION ND 07-09
3300 Atlantic Avenue- Fresh & Easy Neighborhood Market

I. ATHESTICS

- A-1** Prior to issuance of a building permit the applicant shall demonstrate on the final project plans with a photometric study that all exterior light fixtures and light standards shall be shielded, located and installed to prevent spillover of light onto the surrounding properties and roadways.

TIMING: Plan Check

ENFORCEMENT: Long Beach Development Services

III. AIR QUALITY

- AQ-1** Prior to the issuance of a building permit, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works (or designee) shall review and approve the final demolition plan(s) to ensure that the following dust suppression measure, as provided in the *SCAQMD CEQA Air Quality Handbook*, is incorporated.

- All excavated or graded materials shall be sufficiently watered to prevent excessive dust dispersion. Watering shall occur at least twice daily with complete coverage of the project site, preferably in the late morning and after work is completed in the afternoon. Watering shall be increased whenever wind speeds exceed 15 miles per hour (mph). All grading and earth movement activities shall be suspended whenever wind gusts exceed 25 mph.
- All materials transported on-site or off-site shall be securely covered to prevent excessive dust dispersion.
- Sweep all streets and alleys once per day if visible soil materials are carried to adjacent streets or alleys using water sweepers with reclaimed water.
- Minimize at all times the area disturbed by demolition, clearing, grading, earthmoving or excavation operations.
- All trucks hauling dirt, sand, soil or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of at least 12 inches.
- Wash all trucks and construction equipment when leaving the project site.
- Limit on-site vehicle speeds to a maximum of 15 mph.
- If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust dispersion.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

VII. HAZARDS AND HAZERDOUS MATERIALS

HAZ-1 Any existing oil wells determined to be located on the project site shall be required to be abandoned, closed and/or capped to the satisfaction of the State of California, Department of Conservation-Division of Oil, Gas and Geothermal Resources (DOGGR) prior to the issuance of a demolition permit.

TIMING: Prior to the issuance of a demolition permit
ENFORCEMENT: Long Beach Development Services

HAZ-2 Prior to the issuance of any permit for demolition, a lead-based paint and asbestos survey shall be performed by a licensed sampling company. All testing procedures shall follow all applicable State and federal protocol. The lead-based paint and asbestos survey report shall quantify the areas of lead-based paint and asbestos containing materials pursuant to State and federal standards.

TIMING: Prior to the issuance of a demolition permit
ENFORCEMENT: Long Beach Development Services

HAZ-3 Should the on-site structure be found to contain asbestos, all asbestos containing material shall be removed according to proper abatement procedures recommended by an asbestos consultant. All abatement activities shall be in compliance with federal OSHA, CalOSHA, AQMD Rule 1403 and SCAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from on-site structures shall be hauled to a licensed receiving facility and disposed of under proper manifest by a transportation company certified to handle asbestos. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, and the location where the asbestos containing material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

HAZ-4 Prior to any building demolition, a licensed lead-based paint consultant shall be contracted to evaluate all structures for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant. All abatement activities shall be in compliance with federal OSHA, CalOHS, AQMD Rule 1403 and SCAQMD requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. All lead-based material shall be taken to a landfill or receiving facility licensed to accept this type of material. Following completion of the lead-based paint abatement, the consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, and the location where this material was disposed. The abatement report shall include all transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Long Beach.

TIMING: Prior to the issuance of a demolition permit

ENFORCEMENT: Long Beach Development Services

HAZ-5 Project demolition plans shall include a contingency plan to be implemented in the event that contaminants are suspected or discovered. The contingency plan shall identify the appropriate personnel to be notified, emergency contacts, and a sampling protocol to be implemented. The demolition contractors shall be notified of the possibility of encountering unknown hazardous materials and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the demolition and identify the person authorized to make that determination.

TIMING: Prior to the issuance of a demolition permit

ENFORCEMENT: Long Beach Development Services

HAZ-6 If contaminants are detected, soil sampling shall be performed and the results forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The local regulatory

agency would have the responsibility of determining whether any additional investigation or remedial activities would be necessary.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services or other applicable agency

HAZ-7 If concentrations of contaminants warrant site remediation, the contaminated materials shall be remediated before the demolition permit receives final sign-off from the appropriate Building Bureau inspector. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall be approved by the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the remediation activities, including all waste disposal and treatment manifests.

TIMING: Prior to final inspection sign-off
ENFORCEMENT: Long Beach Development Services

HAZ-8 If groundwater contamination is suspected or detected, the applicant shall conduct a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in the drinking water, or if the contaminants exceed health risk standards, the results of the groundwater sampling shall be forwarded to the appropriate local regulatory agency (Long Beach/Signal Hill Certified Unified Program Agency, Los Angeles Regional Water Quality Control Board, or the State Department of Toxic Substances Control). The appropriate regulatory agency shall then be responsible for determining if any additional investigation or remedial activities are necessary.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services or other applicable agency

VIII. HYDROLOGY AND WATER QUALITY

HYD-1 Prior to the release of the grading permit, the applicant shall prepare and submit a Storm Drain Master Plan to identify all storm

run-off and methods of proposed discharge. The grading plan shall include a retaining wall plan and erosion control plan. The plans shall be approved by all impacted agencies.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services or other applicable agency

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

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services or other applicable agency

XI. NOISE

NOISE-1 All project demolition activity shall be in full compliance with the restrictions on permitted construction hours as set forth in Long Beach Municipal Code Chapter 8.80.202. No work shall be allowed on Sundays.

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

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

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

NOISE-2 The project contractors shall equip all demolition equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer’s specifications, as documented in demolition plans and verified by the City Building Official.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

NOISE-3 The project contractors shall place all stationary demolition equipment in a manner that ensures emitted noise is directed away from sensitive receptors nearest the project site, as documented in demolition plans and verified by the City Building Official.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

NOISE-4 The project contractors shall locate equipment staging in areas that will create the greatest distance between demolition-related noise sources and noise-sensitive receptors nearest the project site during all project activities, as documented in demolition plans and verified by the City Building Official.

TIMING: Prior to the issuance of a demolition permit
ENFORCEMENT: Long Beach Development Services

NOISE-5 Electrical power shall be used to run air compressors and similar power tools, if used.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

NOISE-6 All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

NOISE-7 For all noise-generating demolition activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but not be limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between the project site and nearby sensitive receptors.

TIMING: During all phases of project demolition
ENFORCEMENT: Long Beach Development Services

XV. TRAFFIC

TRAFFIC-1 The applicant shall install signage for the southern most curb cut on Atlantic Avenue that prohibits entry to the satisfaction of the City Traffic Engineer.

TIMING: Plan Check
ENFORCEMENT: Long Beach Development Services

LIST OF PERSONS CONSULTED:

Jill Griffiths, Advance Planning Officer, City of Long Beach
Derek Burnham, Current Planning Officer, City of Long Beach
Criag Chalfant, Planner, City of Long Beach
Scott Charney, Planner, City of Signal Hill

REFERENCES:

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

ATTACHMENTS:

- A. Vicinity Map
- B. Site Plan
- C. Traffic Study - Linscott, Law & Greenspan