PUBLIC REVIEW DRAFT
JULY 2013

City of Long Beach East Division Police Substation

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared For:

Prepared By:

RBF CONSULTING
A Baker Company

PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

City of Long Beach
East Division Police Substation

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This document is designed for double-sided printing to conserve natural resources.

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1.0 INTRODUCTION

The proposed East Division Police Substation (herein referenced as the "project") is generally located along Willow Street (between Redondo Avenue and Lakewood Boulevard), and would involve the transfer of the currently owned Department of Defense Schroeder Hall property to the City of Long Beach for reuse as a Police Substation.

Following a preliminary review of the proposed project, the City of Long Beach determined that the improvements are subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). The City has determined an Initial Study/Mitigated Negative Declaration (IS/MND) to be the appropriate level of environmental analysis under the provisions of CEQA. As the City is seeking a transfer of land under the Base Realignment and Closure (BRAC) program (or a transition of surplus military property to civilian uses), the proposed project is also subject to environmental review under the National Environmental Policy Act (NEPA) (implementation of which is reviewed and approved by the U.S. Department of the Army). NEPA documentation associated with the proposed project will be processed by the Department of the Army under separate cover.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

CALIFORNIA ENVIRONMENTAL QUALITY ACT

In accordance with the CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Long Beach, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. However, the resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed, under CEQA. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City of Long Beach) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the City of Long Beach Department of Development Services, located at 333 West Ocean Boulevard, Long Beach, California 90802.

City of Long Beach General Plan. The *City of Long Beach General Plan* (General Plan) is the long-range planning guide for growth and development for the City. The General Plan sets forth the goals, policies, and directions the City will take in managing its future. The General Plan is the citizens' blueprint for development; the guide to achieving the City's vision. It is a comprehensive document that addresses seven mandatory elements/issues in accordance with State law. These elements include Land Use, Housing, Circulation, Conservation, Open Space, Noise, and Safety. Other optional issues that affect the City, including Historic Preservation, Air Quality, Scenic Routes, Seismic Safety, and a Local Coastal Program, have also been addressed in the General Plan.

Each element of the General Plan was adopted as follows:

- Land Use Element (1989);
- Transportation Element (1991);
- Open Space and Recreation Element (2002);
- Public Safety Element (1975);
- Housing Element (2009);
- Noise Element (1975);
- Conservation Element (1973);
- Historic Preservation (2010);
- Air Quality Element (1996);
- Seismic Safety (1988);
- Scenic Routes Element (1975); and
- Local Coastal Program (1980).

The *General Plan* was utilized throughout this document as the fundamental planning document governing development on the project site. Background information and policy information from the *General Plan* is cited in several sections of this document.

City of Long Beach Municipal Code. The *City of Long Beach Municipal Code* (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City Zoning Code, Title 21 of the Municipal Code, identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Buildings and Construction Code (Title 18) specifies rules and regulations for construction, alteration, and building for uses of human habitation. Title 20, Subdivisions, is also regulated within the City's Municipal Code.

Redevelopment Plan for the Reuse of Schroeder Hall Army Reserve Center (December 2007). The *Redevelopment Plan for the Reuse of Schroeder Hall Army Reserve Center* (Schroeder Hall Redevelopment Plan) serves as the plan that would transfer the Schroeder Hall Army Reserve Center to the City upon its closure. The Schroeder Hall Redevelopment Plan provides background regarding the Base Realignment and Closure (BRAC) process, a description of existing conditions, a summary of the BRAC planning and scoping process, an economic assessment of the transfer, community goals, and a final recommendation for transfer.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Long Beach (City) is located in the southern portion of Los Angeles County, overlooking the Pacific Ocean and San Pedro Bay (approximately 22 miles south of downtown Los Angeles); refer to Exhibit 2-1, *Regional Location*. The proposed East Division Police Substation (herein referenced as the "project") is located at 3800 E. Willow Street (between Redondo Avenue and Lakewood Boulevard), and would involve the transfer of the Schroeder Hall property (owned by the U.S. Department of Defense) to the City of Long Beach for relocation of the existing East Division Police Substation and Juvenile Investigations Section.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing City of Long Beach East Division Police Substation

The existing City of Long Beach East Division Police Substation (East Division Police Substation) is located at 4800 East Los Coyotes Diagonal, in the City of Long Beach (approximately 0.8 miles southeast of the Schroeder Hall site); refer to Exhibit 2-2, *Existing East Division Police Substation*. The existing police substation consists of a 7,002-square foot structure and an associated surface parking lot. The existing facility includes wrought iron security fencing and ornamental landscaping. The facility was previously utilized by the Automobile Club of Southern California as its regional headquarters until 1994, when the Long Beach Police Department (LBPD) assumed operations at the site.

The East Division service area covers approximately 24 square miles and serves a population of 170,000 people. The substation facility allows officers to work locally in their service area, rather than driving from a facility in downtown Long Beach, to their service area in the East Division, and then back to the downtown area upon shift completion. The substation supports shift changes, filing, paperwork, and other duties.

Upon opening in 1994, the substation was designed to handle up to 75 officers. Currently, 125 employees (123 officers and 2 civilians) are working out of the existing facility, causing deficiencies in the existing work space as well as shortages for parking, locker rooms, restrooms, and community meeting space. As there are not enough parking spaces at the site to serve the employees, officers must resort to parking personal and police vehicles along the surrounding residential streets. Also, as the existing building was constructed in the 1950s and 1960s, the structure is deteriorating and requires repairs that are not deemed cost effective.

This site is designated as General Plan Land Use District (LUD) No. 4 and zoned Moderate Density, Multiple Residential (R-4-R). The surrounding area consists of multi-family and single family residential uses as well as commercial uses (to the south).

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EAST DIVISION POLICE SUBSTATION
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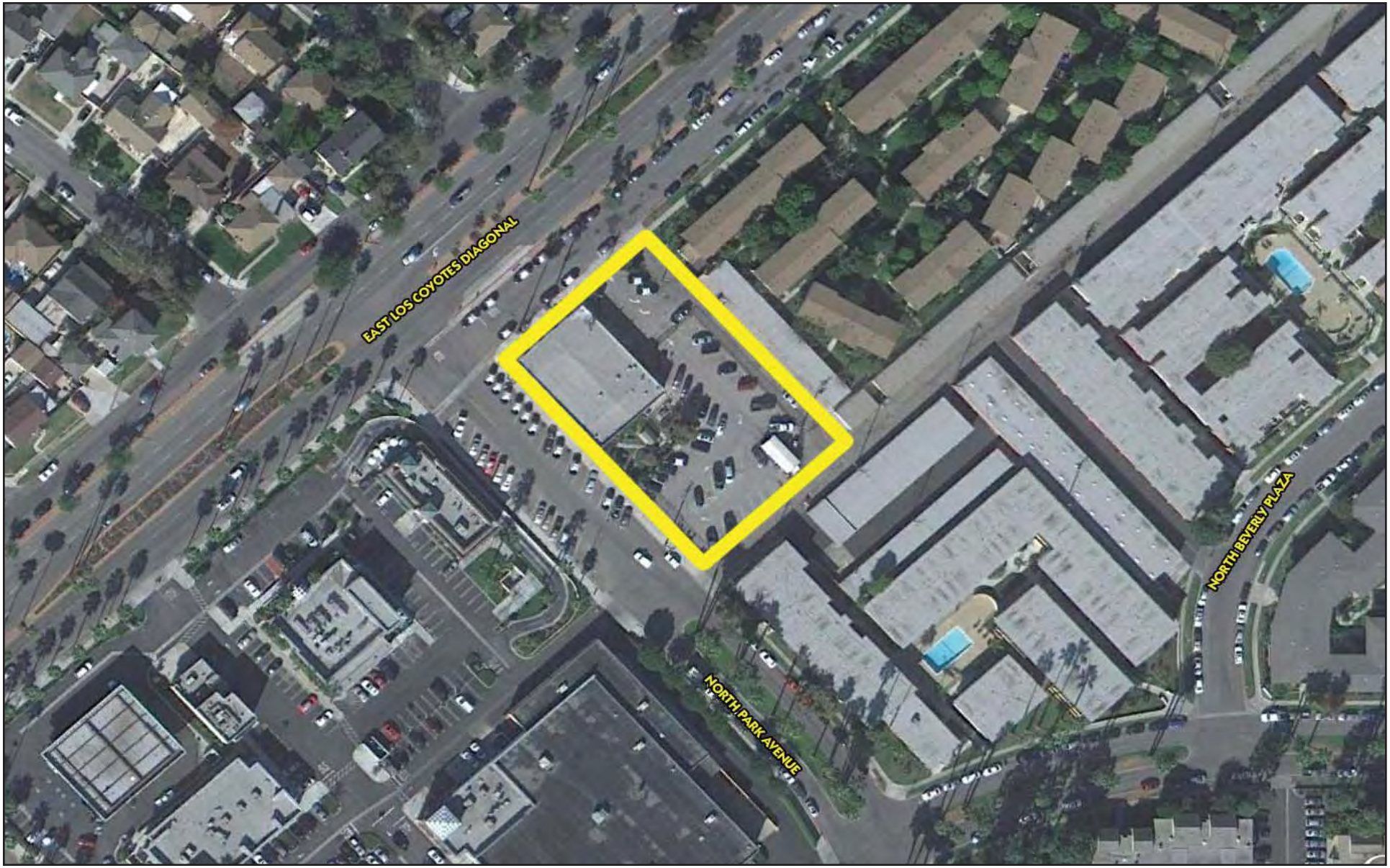
Regional Location

Exhibit 2-1



Source: Google Maps, 2010.
- Project Boundary

CITY OF LONG BEACH
EAST DIVISION POLICE SUBSTATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Existing East Division Police Substation

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Exhibit 2-2

The existing East Division Police Substation has been identified as inadequate to serve the current needs of the City, and has been identified in the City's *2007 Priority Public Safety Facilities Master Plan* as needing replacement facilities. Needs Assessments indicate new facilities are needed to not only address current capacity, but to address the continuing adult and youth population growth in the region.

2.2.2 Existing Juvenile Investigations Section

The Juvenile Investigations Section (formerly referred to as the Youth Services Section) of the LBPD currently operates out of a leased store front located at 1957 Pacific Avenue, in the City of Long Beach (approximately four miles southwest of the Schroder Hall site); refer to Exhibit 2-3, *Existing Juvenile Investigations Section*. Juvenile Investigations is a multi-faceted division that deals with at-risk youth and juvenile offenders. The Section's objectives include prevention, intervention, investigation, and suppression activities. Currently, 31 employees (27 officers and 4 civilians) are working out of the 11,073 square foot space.

This site is designated as General Plan LUD No. 8P and zoned Neighborhood Pedestrian District (CNP). The surrounding area consists of commercial uses along Pacific Avenue and multi-family and single-family residential uses further east and west.

2.2.3 Existing Schroeder Hall U.S. Army Reserve Center

The Schroeder Hall U.S. Army Reserve Center is located at the intersection of Willow Street and Grand Avenue in east Long Beach; refer to Exhibit 2-4, *Existing Schroeder Hall U.S. Army Reserve Center*.

The site is approximately 4.68 acres and is located near three major arterial corridors (Willow Street, Lakewood Boulevard, and Redondo Avenue), and two major intersections (Redondo Avenue/Willow Street and Willow Street/Lakewood Boulevard). The site is also located approximately 0.2 and 0.5 miles from Interstate 405 (I-405) and the Long Beach Airport, respectively.

The Schroeder Hall U.S. Army Reserve Center has been an active training facility in operation since approximately 1960. Reserve components of the U.S. Army's 63D Regional Support Command (RSC) have been assigned to the facility since its construction. The Schroeder Hall site currently contains a 21,324 square-foot, two-story administrative building which houses classrooms and office space. Additionally, the administrative building contains an assembly/drill hall, kitchen, and both men's and women's restrooms. The assembly hall is connected to the main structure by a one-story enclosed breezeway. Vehicles maintained by the facility were used to transport personnel and equipment. The site also has a separate three-bay maintenance shop/garage building (approximately 3,827 square feet). The maintenance shop was used for routine maintenance of vehicles. The Department of Defense has indicated that used oil and waste were stored in drums as part of the vehicle maintenance function. Additional on site facilities include a vehicle wash rack, loading dock, volleyball/recreational area, and paved parking areas, as well as a shed. Table 2-1, *Existing Schroeder Hall Building Square Footage*, identifies the square footage of the primary and secondary structures.

Source: Google Earth, February 2013.
- Project Boundary

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Existing Juvenile Investigations Section

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Exhibit 2-3

Source: Google Maps, 2010.
- Project Boundary

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Existing Schroeder Hall U.S. Army Reserve Center

Exhibit 2-4

Table 2-1
Existing Schroeder Hall Building Square Footage

Building	Square Footage
Main Building 1st Floor	12,587
Main Building 2nd Floor	8,737
Maintenance Building	3,827
Total	**25,151**

On-site landscaping includes mature ornamental trees and turf planted along the eastern and northern perimeters of the site. The remainder of the facility is paved and enclosed with chain link and wrought iron fencing. The site is currently designated as General Plan LUD No. 7 (Mixed Use District) and zoned Two-Family Residential, standard lot (R-2-N), but is utilized as institutional by the U.S. Department of Defense.

The surrounding land uses include residential, institutional, commercial, and light industrial uses. The following land uses are located in the vicinity of the Schroeder Hall site:

- *North*. The Grand Long Beach Events Center adjoins the project site to the north. Also, the Alpert Jewish Community Center is situated to the northwest and hotel uses (Extended Stay America Efficiency Studios) are situated to the northeast of the project site.

- *East*. Single-family residential uses are located to the east of the project site.

- *South*. Commercial business park uses (i.e., Ceramic Tile Center, Inc., Rhymr University, Inc., Forrester & Vos Co., and Van's Gifts) are located to the south of the project site.

- *West*. The City of Long Beach Department of Health and Human Services is located to the west of the project site.

2.3 BACKGROUND AND HISTORY

In 2005, the Schroeder Hall U.S. Army Reserve Center (Schroeder Hall, or site) was declared surplus as part of the 2005 Base Realignment and Closure (BRAC) list approved by the U.S. Congress. The City of Long Beach was subsequently recognized as the Local Redevelopment Authority (LRA) and responsible for the reuse planning for the site. A Notice of Availability was published in May 2006 to solicit Notices of Interest (NOIs) and provide public notice of the pending BRAC process.

The Department of Defense has provided a preliminary site assessment prepared in 1999, along with various additional environmental reports prepared between 1998 and 2004 covering asbestos, chemical inventory, drywells, soil sampling, spills and an on-site wash rack. All of the investigations provided by the Department of Defense indicated that the site had no overwhelmingly negative environmental conditions. Also, the firm of Keyser Marston Associates (KMA) was contracted to conduct an Economic Analysis for the site to estimate the economic

and fiscal impact to the City of Long Beach generated by the closure of Schroeder Hall. The KMA study indicated that the closure of Schroeder Hall would result in the loss of approximately 22 jobs; 17 full-time and 5 part-time positions. Reservists living in the area are expected to commute to a proposed new Army Reserve facility in the City of Bell and are not expected to relocate. The closure will also result in the loss of 350 drilling reservists being on-site each month. Due to its economic strength and diversity, it was also determined that the City could effectively absorb these losses with no significant impacts.

PUBLIC OUTREACH AND COMMUNITY INPUT

An essential part of the BRAC process is the inclusion of community input and opinion, and comprehensive outreach to solicit community-wide interest in the site. Numerous outreach and inclusionary activities occurred through 2006 and 2007.

In addition to the requisite public noticing for the Public Hearing under BRAC law, the City published a quarter-page meeting notice two consecutive Mondays preceding the hearing, conducted a Planning Commission study session to take additional public comment, and prepared a radius mailing to property owners, business owners, and residents immediately surrounding the Schroeder Hall site.

CITIZEN ADVISORY COMMITTEE

As another way to ensure public involvement throughout the planning process, a BRAC Citizen Advisory Committee (BRAC Committee) representing various community interests from throughout the City was assembled. The task of this BRAC Committee was to form a redevelopment and homeless assistance recommendation for the site to be approved by the LRA that appropriately balances the needs of the community for economic redevelopment, other development, and homeless assistance. The BRAC Committee, assisted by an independent facilitator, evaluated the submitted NOIs and provided a reuse and homeless assistance recommendation to the LRA. The BRAC Committee's recommendation was twofold: 1) request a Public Benefit Conveyance and utilize the site for a much needed East Division Police Substation; and 2) provide for an off-site homeless assistance accommodation to be made to Mental Health America of Los Angeles (formerly the Mental Health Association of Greater Los Angeles).

The BRAC Committee was given a wide breadth of information related to the general planning and redevelopment process, and specific information related to the site. Several presentations were provided for the BRAC Committee along with numerous relevant documents. The BRAC Committee was provided extensive background information, and considerable discussion and evaluations specific to the proposals took place during the many committee meetings. The BRAC Committee also requested and received presentations from each of the proposing organizations, and requested follow-up information and elaboration on the submittals.

PUBLIC INPUT AND LRA APPROVAL

Throughout the planning process, public input was continuously solicited. A website for the Schroeder Hall project was set up and updated regularly with upcoming activities, new developments, and draft recommendations. Schroeder Hall updates were provided at many public meetings as well, including the Long Beach Economic Development Commission, the Long Beach Housing Development Company Board, the Long Beach Planning Commission,

and the Long Beach City Council. The local press gave considerable coverage to the Schroeder Hall project, providing yet another source of information for the public.

The public had further opportunity for review and comment at a publicly noticed study session held by the Long Beach Planning Commission on December 6, 2007. On December 18, 2007, the Schroeder Hall Redevelopment and Homeless Assistance Plan was the subject of a Public Hearing of the City Council acting as the LRA. The City undertook several steps to ensure public input at this Public Hearing, exceeding the requirements under BRAC regulations. These steps included two separate notices advertising the public hearing in the local newspapers and the mailing of a flier to a concentrated radius of affected residents, business owners, and property owners.

The recommendation was approved by the City Council, acting as the LRA, on December 18, 2007 at a duly noticed public hearing.

COMMUNITY GOALS

One of the primary purposes of the facilitated meetings was to create a set of priorities, or guiding principles that would represent the community's short and long-term goals. These guiding principles were developed by the BRAC Committee, with the constantly reiterated direction that the priorities and final plan should balance the needs of the community for economic development, other development, and homeless assistance.

The BRAC Committee developed the following goals for their final recommendation:

- Consider the scale of the site, and create a plan that works in concert with:
  - The City's *General Plan* and Strategic Plan;
  - 10-Year Plan to End Homelessness;
  - HUD's Consolidated Plan; and
  - City's Land Use Needs;
- Should not have a negative impact on the health and safety of the surrounding community;
- Should provide a mutual benefit for economic growth and social services;
- Expand services or opportunities in Long Beach;
- Be supported by the City's current infrastructure and services;
- Leverage the assets of the surrounding community;
- Support the distribution of health and social services;
- Include inclusionary housing practices if market-rate housing is proposed on-site; and
- Ensure that the project is financially viable in the long-term.

These guiding principles were developed to ensure the final recommendation was balanced and considerate of the wants and needs of the Long Beach community as a whole, the adjacent residents, nearby business owners, and the homeless.

FINAL RECOMMENDATION

The BRAC Citizen Advisory Committee considered all information they received during the evaluation process including the City's long-term strategic plans, 10-year Plan to End Homelessness, and the City's public safety needs. The Committee evaluated the City's needs and options, and determined that the best reuse of the Schroeder Hall site was to address the

City's need for an updated East Division Police Substation. The current East Division facility is undersized and provides inadequate facilities for its nearly 125 employees. The East Division covers 24 square miles and is the largest patrol division serving approximately 170,000 residents of the City. The Police Department has searched for alternate locations for over seven years, finding only a lack of appropriately sized vacant properties or other unsuitable facilities. The high cost of land has also been a prohibitive factor. The Advisory Committee's recommended Redevelopment Plan for the Schroeder Hall site is for a Public Benefit Conveyance for the 4.68-acre site for an East Division Police Substation. As part of the BRAC action, the City has facilitated the establishment of the planned homeless assistance facility at an off-site location in central Long Beach. This facility is being established as a separate project.

2.4 PROJECT CHARACTERISTICS

After transfer of the Schroeder Hall property to the City under the BRAC program, the City would relocate the existing City of Long Beach East Division Police Substation and Juvenile Investigations Section to the Schroeder Hall site; refer to Exhibit 2-5, *Proposed Site Plan* and Exhibit 2-6a and Exhibit 2-6b, *Proposed Floor Plans*.

2.4.1 PROPOSED EAST DIVISION POLICE SUBSTATION

The proposed East Division Police Substation would serve in a similar capacity as the existing substation, providing patrol officers and vehicles to respond to calls for service in the eastern half of the City. The division is broken down into 10 “Beats” and each is manned 24 hours a day, 7 days a week with at least one patrol unit. The Substation would employ 125 persons (123 sworn officers and 2 civilians), which would include, but not be limited to, a Division Commander and two person staff, a Crime Analyst, and a Neighborhood Liaison Police Services Specialist. The Front Desk would be available for citizens to file complaints, request reports, request permits, and address neighborhood issues. The maintenance building on site would be used for fleet maintenance and storage.

The proposed East Division Police Substation would also include a personnel meeting space to serve required shift squad meetings on-site. There would be three daily meetings for approximately 30 officers. The new facility would also include areas for donning and doffing uniforms and equipment. Both male and female locker/shower/restroom facilities would be provided for up to 145 males and 47 females. Other areas would be used to support officer work stations, as well as a commander’s office, lieutenant’s office, sergeant’s office, crime analyst’s office, secure storage (for shotguns, other weapons, etc.), a break room/kitchen, and gym/fitness room (including weights, exercise bike(s), treadmill, etc.).

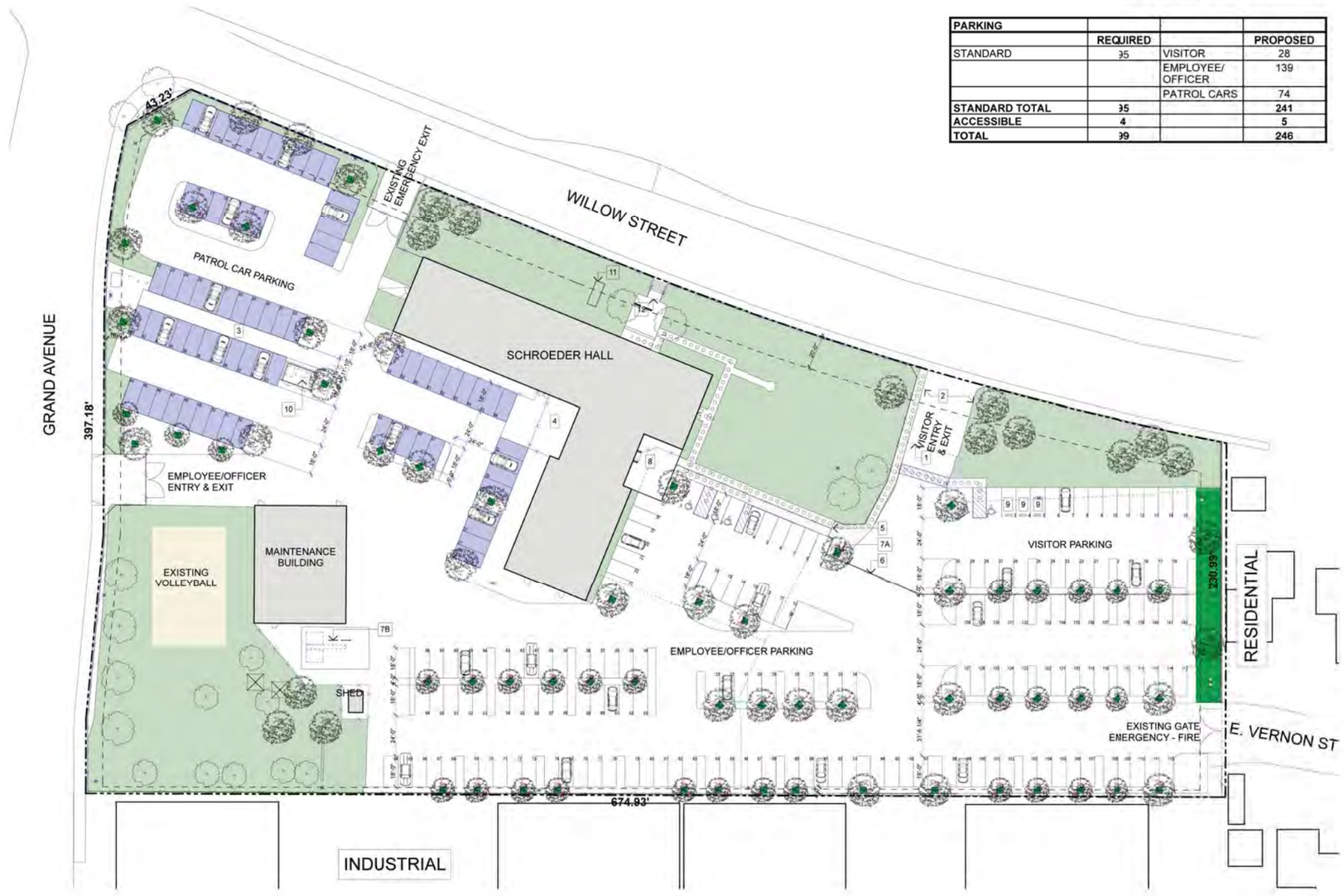
State law requires the separation of juveniles from adults for apprehension activities, investigations, processing, and housing of suspects. In compliance with those laws, the Juvenile Investigations Section would be located at the Schroeder Hall site, but its operations would be separated from the operations of the Substation, within the west wing. The Juvenile Investigations Section would continue to deal with at-risk youth and juvenile offenders. Juvenile detainees would be permitted to be housed for up to four hours prior to release to their parents. The Juvenile Investigations Section would employ 27 persons (23 sworn officers and 4 civilians).

more than 20,000, or 1 space for each company vehicle exceeding 5, whichever is greater.

GFA = 24,857 SQ. FT.

99 PARKING STALLS REQUIRED
PER CBC TABLE 11B-6ACCESSIBLE PARKING REQUIRED
76-100 STALLS = 4 ACCESSIBLE PARKING STALLS
1 IN EVERY 8 ACCESSIBLE STALLS REQUIRED TO BE VAN ACCESSIBLE.

PARKING			
	REQUIRED		PROPOSED
STANDARD	95	VISITOR	28
		EMPLOYEE/ OFFICER	139
		PATROL CARS	74
STANDARD TOTAL	**95**		**241**
ACCESSIBLE	**4**		**5**
TOTAL	**99**		**246**



SITE LEGEND

- PROPERTY LINE
- SETBACKS
- PROPOSED ACCESSIBLE PATH OF TRAVEL
- XX KEYNOTE
- ACCESSIBLE PARKING STALL PER DETAIL ON G-3
- EXISTING LANDSCAPE AREA
- NEW LANDSCAPE AREA
- EXISTING FENCE HEIGHT: +/- 6'-0"
- PROPOSED SCREENED FENCE HEIGHT: +/- 6'-0"
- PROPOSED CMU WALL HEIGHT: 6'-0"
- EXISTING LIGHT POLE
- EXISTING TREE TO REMAIN
- PROPOSED TREE IN TREE WELL
- PATROL PARKING SPACES

SITE PLAN KEYNOTES

1. REMOVE EXISTING GATE
2. REMOVE EXISTING FENCE
3. EXISTING DOCK TO REMAIN
4. EXISTING MECHANICAL EQUIPMENT
5. PROPOSED PEDESTRIAN GATE HEIGHT= 6'-0'
6. PROPOSED SCREENED VEHICULAR GATE HEIGHT= 6'-0'

7A. PROPOSED BIKE PARKING - SHORT TERM
7B PROPOSED BIKE PARKING - LONG TERM

8. PROPOSED ELEVATOR LOCATION
9. DESIGNATED PARKING FOR LOW EMITTED, FUEL EFFICIENT AND CARPOOL/VAN POOL VEHICLES
10. TRASH ENCLOSURE W/RECYCLE BINS
11. EXISTING MONUMENT SIGN TO BE REMOVED AND REPLACED WITH NEW MONUMENT SIGN
12. PROVIDE PANIC HARDWARE TO EXISTING PEDESTRIAN GATE

PROJECT INFORMATION:

3800 E. WILLOW ST., LONG BEACH, CA 90822

LOT SIZE: 203,797 SQ. FT.

ZONE: PROPOSED INSTITUTIONAL
EXISTING HEIGHT TO REMAIN: 22' (EXISTING 2 STORY T

BUILDING AREA BY FLOOR		
	EXISTING (SQ. FT.)	PROPOSED (SQ. FT.)
EAST DIV. PD SUBSTATION- 1ST FLOOR		
TOTAL	12587	12587
EAST DIV. PD SUBSTATION - 2ND FLOOR		
TOTAL	8737	12270
EAST DIV. PD SUBSTATION TOTAL	**21,324**	**24857**
MAINTENANCE BUILDING	**3,827**	**3,827**
SHED	**214**	**214**

Source: Environ Architecture, Inc., July 2, 2013.

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EAST DIVISION POLICE SUBSTATION
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Proposed Site Plan

Exhibit 2-5

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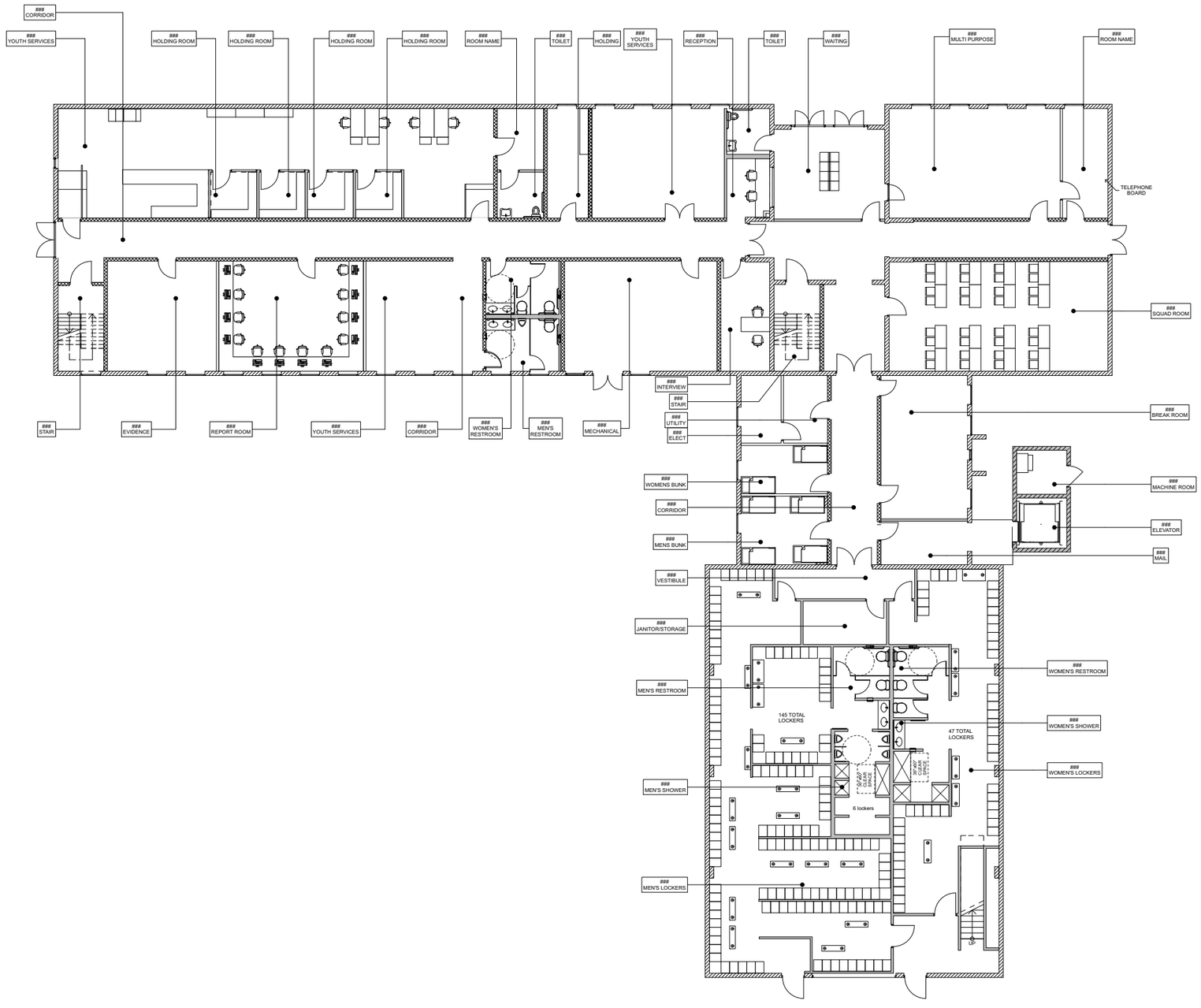

Source: Environ Architecture, Inc., July 2, 2013.

NOT TO SCALE

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CITY OF LONG BEACH
EAST DIVISION POLICE SUBSTATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Floor Plans (First Floor)

Exhibit 2-6a

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Source: Environ Architecture, Inc., July 2, 2013.

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CITY OF LONG BEACH
EAST DIVISION POLICE SUBSTATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Floor Plans (Second Floor)

Exhibit 2-6b

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The Juvenile Investigations Section would include a separate front desk area, lieutenant's office, sergeant's office, clerical staff area, donning and doffing areas (for 25 males and 5 females), and file storage. Other areas that may be shared within the East Division Police Substation facility, but are also required for the Juvenile Investigations Section, include work space (for report writing), secured storage, a break room/kitchen, and gym/fitness room.

In total, there would be approximately 156 personnel assigned to the Schroeder Hall site (150 sworn officers and 6 civilians). Both the East Division Police Substation and the Juvenile Investigations Section facilities would operate 24 hours a day, 7 days a week, 365 days a year. In order to provide heightened security for the site, the proposed facility would include access controls for both the facilities and parking areas. Access controls would include LBPD-issued "access cards" and a staffed front-desk. Separate public and employee/officer and patrol parking areas would be included in order to further enhance safety and security, as described below.

BUILDING IMPROVEMENTS

The proposed project would require minor interior and exterior improvements to the existing Schroeder Hall facility. The interior building improvements would involve modifications to existing rooms to adequately serve the needs of the East Division Police Substation and Juvenile Investigations Section, including removing existing interior walls and doorways and constructing new interior walls and doorways. The proposed building improvements would not result in any structural alterations or expansion of the existing buildings. Main corridors and stairwells would remain and the original wall finish would be preserved. Original windows and doors would be maintained and repaired. Major interior elements such as the exposed brick walls and original architectural elements would be preserved. New heating, ventilation, and air conditioning ducts and piping would be concealed to the extent possible.

The Substation would be divided into three main areas: public spaces for visitors, the Juvenile Investigation Section, and police officer/employee area, as described below.

Public spaces would be located off the main entry and within the northern portion of the east wing and include a secure waiting area for visitors, reception area, restroom, and multi-purpose room. Serviceable original finishes would be preserved. Replaced finishes such as flooring would be sensitive to the original materials.

The Juvenile Investigation Section would be located within the west wing. Original finishes would be replaced in order to accommodate the new use.

The police officer/employee area would comprise the remainder of the building. Existing classrooms on the first and second floors would be renovated into various functional areas. Original finishes and fixtures within the existing classrooms have previously been replaced. The rooms would be modernized with new ceilings, lights, and HVAC systems to accommodate the new use. New flooring would be sensitive to the original finishes. New restrooms would also be constructed. The existing auditorium would be converted into a two-story space. Separate locker rooms and showers for men and women would be located on the first floor. The new second floor (approximately 3,533 square feet) would consist of a gymnasium for the police officers/employees. The original window mechanism as well as the roof structure and wall finishes would be preserved.

Exterior improvements would be limited to the construction of an elevator and catwalk along the building's eastern elevation. The elevator shaft cladding would be a panelized material. The color would complement the existing brick. The exterior catwalk would remain open with railings along the sides. New electronic equipment for police transmission would be installed on the roof of the elevator structure and would be screened. No rooftop equipment would be installed on the existing structures.

The building elevations would remain unchanged; however, existing fascia, windows, gutters, and downspouts would be painted; refer to Exhibit 2-7, *Proposed Elevations*. Exterior raceways and HVAC units would be removed and the exterior restored. Existing building signage would be replaced with similar signage indicating the new use of the facility. A new monument sign would be installed in the same location as the monument sign for Schroeder Hall.

No improvements or modifications are proposed for the existing maintenance building.

PROPOSED PARKING

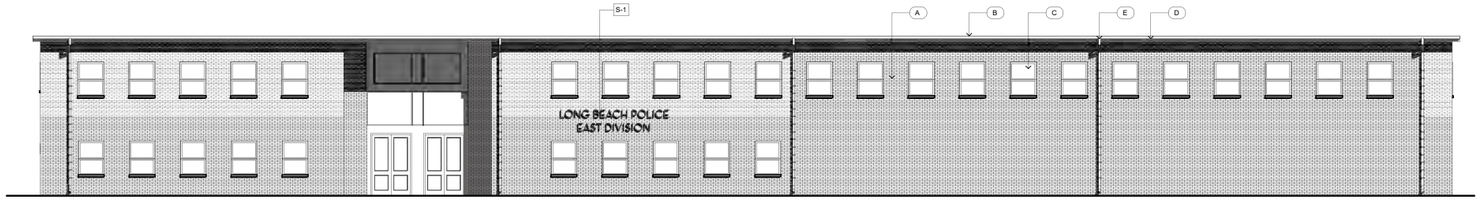
The project proposes 246 parking spaces on-site; refer to Table 2-2, *Proposed Parking*. These parking spaces would be located within existing on-site paved areas; refer to Exhibit 2-5. As indicated in Exhibit 2-5, visitor parking would be located within the northeastern portion of the project site and would be separated from employee/officer and patrol parking by a proposed screened vehicular gate and screened fence approximately six feet in height. Parking areas would be repaired, slurry coated, and restriped. Accessible paths of travel would be created from the accessible parking and public way to the officer/employee and public entrances.

Table 2-2
Proposed Parking

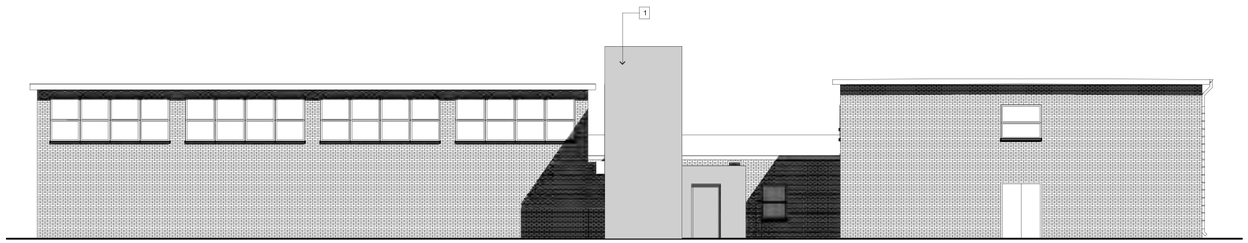
Parking	Spaces
Standard	
Visitor	28
Employee/Officer	139
Patrol Cars	74
Sub-Total	*241*
Accessible	5
Total Parking Spaces Proposed	**246**

ANCILLARY SITE IMPROVEMENTS

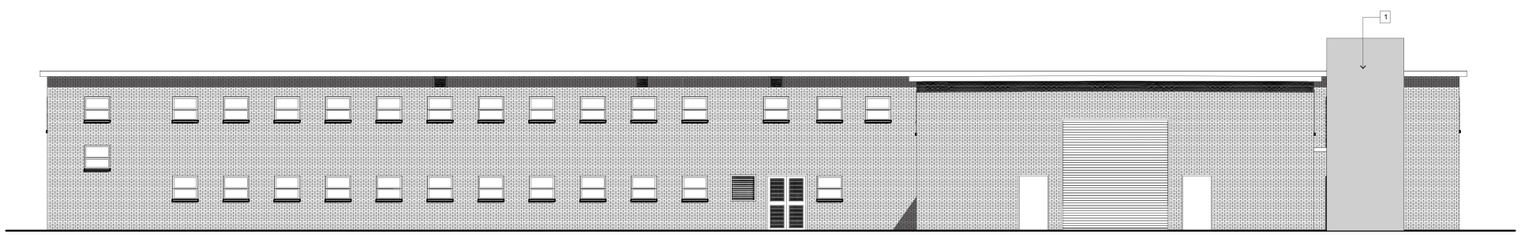
The existing wrought iron perimeter fence along the north and west boundaries would be repaired and slightly modified to accommodate vehicle queuing areas. The existing chain link fence along the east boundary would be replaced with a concrete block wall. The existing chain link fence along the south boundary would be replaced with a screened fence.



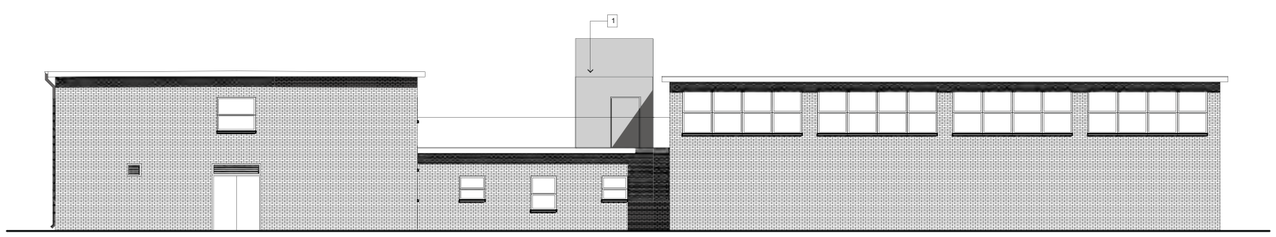
1 NORTH ELEVATION



2 EAST ELEVATION



3 SOUTH ELEVATION



4 WEST ELEVATION

EXTERIOR COLORS & MATERIALS

(A) EXISTING BRICK

(B) EXISTING FASCIA
PAINT – COLOR: TBD

(C) EXISTING METAL WINDOWS
PAINT - COLOR: TBD

(D) EXISTING METAL GUTTERS
PAINT - COLOR: TBD

(E) EXISTING METAL DOWNSPOUTS
PAINT - COLOR: TBD

ELEVATION KEYNOTES

1. PROPOSED ELEVATOR LOCATION

PROPOSED SIGNAGE LOCATIONS

S1. BUILDING SIGNAGE TO MATCH EXISTING SIGNAGE IN SIZE, COLOR AND FONT SIZE TO READ:
LONG BEACH POLICE
EAST DIVISION

Source: Environ Architecture, Inc., July 2, 2013.

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07/13 • JN 10-107380 (135269)

CITY OF LONG BEACH
EAST DIVISION POLICE SUBSTATION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Proposed Elevations

Exhibit 2-7

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Visitor access to the site would occur at the easternmost driveway on Willow Street. The existing gate within the driveway and fence along the eastern side of the driveway would be removed. A screened vehicular gate would be located further within the project site, restricting visitor vehicles from accessing the employee/officer and patrol car parking areas. A six-foot high screened fence and pedestrian gate would be located along the western side of the visitor driveway. Short-term bicycle parking would be moved from the main entrance to the edge of the visitor parking. Long-term bicycle parking would be provided adjacent to the existing maintenance building.

Employee/officer access to the site would occur from Grand Avenue. A six-foot high screened fence would be installed at this location and at the existing emergency exit on Willow Street. The existing gated fire access on East Vernon Street would remain, although the gate would be moved in-line or inward.

Existing landscaped areas would be slightly modified. A new 15-foot landscaped area would be located along the east boundary, adjacent to the residential uses. New trees would be planted within the existing and proposed landscaped areas and within the parking areas. The existing turf area along Willow Street would be converted to drought tolerant landscaping with trees. A multipurpose turf area for recreation purposes would be provided behind the existing maintenance building.

Minor grading within the parking areas, around the perimeters of buildings, and main entrance would occur to provide ADA access to the project site.

ZONE CHANGE

As part of the proposed project, the existing Schroeder Hall site would be rezoned from Two-Family Residential, standard lot (R-2-N) to Institutional (I). The project would be consistent with the City's existing *General Plan* designation for the site of LUD 7.

2.5 PROJECT PHASING

It is expected that the City would be prepared to begin construction within three to six months after transfer of the site in 2013. Construction would take approximately six to 12 months, for anticipated completion by November 2014.

2.6 AGREEMENTS, PERMITS, AND APPROVALS

The City and other applicable agency approvals required for development of the project would include the following, among others:

- U.S. Department of Defense – BRAC Closure;
- U.S. Department of the Army – National Environmental Policy Act (NEPA) Clearance;
- Los Angeles Regional Water Quality Control Board Permits(s);
- City of Long Beach – CEQA Clearance;
- City of Long Beach – Zone Change;
- City of Long Beach – Building Permit(s);
- City of Long Beach – Certificate of Occupancy; and
- City of Long Beach – Fire Department Approvals.

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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** City of Long Beach East Division Police Substation
2.	**Lead Agency Name and Address:** City of Long Beach 333 West Ocean Boulevard Long Beach, California 90802
3.	**Contact Person and Phone Number:** Ms. Jill Griffiths, AICP Planning Officer 562.570.6191
4.	**Project Location:** The proposed project involves relocating the existing East Division Police Substation and Juvenile Investigations Section to the existing Schroeder Hall site, located at 3800 E. Willow Street, Long Beach; refer to Exhibit 2-2, *Local Vicinity*.
5.	**Project Sponsor's Name and Address:** Long Beach Development Services City of Long Beach 333 West Ocean Boulevard Long Beach, California 90802
6.	**General Plan Designation:** The proposed East Division Police Substation site is designated as Land Use District (LUD) 7 (Mixed Use District) per the *General Plan*.
7.	**Zoning Designation:** The proposed East Division Police Substation site is zoned Two-Family Residential, standard lot (R-2-N) per the *Zoning Code*.
8.	**Description of the Project:** Refer to Section 2.4, *Project Characteristics*.
9.	**Surrounding Land Uses and Setting:** Refer to Section 2.1 and 2.2, *Project Location* and *Environmental Setting*.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** Refer to Section 2.6, *Agreements, Permits, and Approvals*.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact With Mitigation Incorporated," as indicated by the checklist on the following pages.

✓	Aesthetics		Land Use and Planning
	Agriculture and Forestry Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
✓	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
✓	Greenhouse Gas Emissions		Transportation/Traffic
✓	Hazards & Hazardous Materials		Utilities & Service Systems
	Hydrology & Water Quality		
	Mandatory Findings of Significance		

3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0, *Inventory of Mitigation Measures*, have been added. A MITIGATED NEGATIVE DECLARATION will be prepared. ✓

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. _____

I find that the proposal MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. _____

Jill Griffiths
Signature

City of Long Beach
Agency

Jill Griffiths
Printed Name

July 2013
Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Long Beach in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- ***No Impact*.** The development will not have any measurable environmental impact on the environment.

- ***Less Than Significant Impact*.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- ***Less Than Significant With Mitigation Incorporated*.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- ***Potentially Significant Impact*.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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4.0 ENVIRONMENTAL ANALYSIS

The project is being analyzed in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Long Beach (City), acting in the capacity of Lead Agency.

The following provides a discussion of the potential project impacts as identified in the Initial Study/Mitigated Negative Declaration (IS/MND). Explanations are provided within each corresponding impact category in this analysis. The U.S. Department of the Army will serve as lead agency for the project under the National Environmental Policy Act (NEPA), and will prepare and process the NEPA clearance documentation under separate cover.

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4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. According to the *City of Long Beach General Plan* (General Plan), the City has multiple aesthetic visual assets. Visual assets include vistas of the ocean, port facilities, oil islands, Bixby Park, Bluff Park, and other vantage points. Additionally, views from Signal Hill are important visual assets to the City. No identified scenic vistas are located within the viewshed of the project site (other than those from Signal Hill). Significant public views at Signal Hill include those facing south, southwest, and west (toward the Pacific Ocean).

The project site is located to the northeast of Signal Hill. No public views from a scenic vista, toward the project site, are afforded. The project area is characterized by two story commercial structures and surrounding residential uses. Land uses between the project site and Signal Hill include commercial/industrial uses with large storage tanks that exceed the height of the existing structures. Also, the project would not result in any significant structural modifications, potentially resulting in view obstructions in the area. Exterior improvements would include the construction of an elevator and catwalk along the building's eastern elevation. New electronic equipment for police communications would be installed on the roof of the elevator structure and would be screened. No rooftop equipment would be installed on the existing structures. Although the elevator structure would be slightly taller than the existing building, it would not result in view obstructions from surrounding uses. Therefore, as the project would not result in any view obstructions from Signal Hill, impacts to scenic vistas would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is not located along a designated State scenic highway.[1] Thus, no impact would result.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on May 7, 2013.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

***Less Than Significant Impact With Mitigation Incorporated*.**

Short-Term Impacts

Short-term construction activities associated with the proposed project would temporarily impact the character/quality of the project site. Exposed surfaces, construction debris, equipment, and truck traffic would temporarily impact views from surrounding uses. However, the construction process would be short-term (approximately six to 12 months) and impacts would cease upon project completion. Additionally, the project would involve only minor alterations to the exterior of the existing on-site buildings and would not result in the construction of new large structures. However, in order to minimize public views to the maximum extent feasible, Mitigation Measure AES-1 requires construction staging areas to be screened and/or sited as far as practicable from adjoining residential uses to the east of the project site. Short-term impacts would be reduced to less than significant levels with implementation of Mitigation Measure AES-1.

Long-Term Impacts

The proposed project would result in the relocation of the existing East Division Police Substation and Juvenile Investigations Section to the Schroeder Hall site. Relocation of police operations to the project site would involve minor modifications to the interior of the existing on-site structures and would not result in substantial exterior improvements. Exterior improvements to the existing structure consist of construction of an elevator and catwalk along the building's eastern elevation, replacement of the existing signage with similar signage, and removal of exterior raceways and HVAC units and restoration of the exterior. Communications equipment located on the roof of the elevator structure would be screened from view. The building elevations would remain unchanged with the exception of the existing fascia, windows, gutters and downspouts, which would be painted. Existing wrought iron perimeter fencing along the north and west boundaries would be repaired. A concrete wall would be constructed along the eastern boundary, adjacent to existing residential uses. The existing chain link fence on the south would be replaced with a screened fence. Parking areas would be repaired, slurry coated and restriped. Existing landscaping areas would remain relatively unchanged with additional landscaping along the eastern boundary and new trees distributed throughout the site. The overall appearance of the project site would be improved when compared to existing conditions. Occupation of the project site by the Long Beach Police Department would not substantially degrade the existing visual character or quality of the site and its surroundings. Thus, long-term operational impacts at the project site would be less than significant.

Mitigation Measures:

AES-1 Construction staging areas shall be screened and/or sited as far as practicable from adjoining residential uses to the east of the project site in order to minimize public views to the maximum extent feasible.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

Short-Term Impacts

Short-term light and glare impacts are anticipated to be minimal, since no nighttime construction would be required for project implementation. The project would comply with Long Beach Municipal Code Title 8, *Health and Safety*, which limits construction activities to the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. Also, construction activities are prohibited on Sundays. Therefore, as the construction activities would cease by 7:00 p.m. (6:00 p.m. on Saturdays), the construction-related light and glare effects would also cease by 7:00 p.m. (6:00 p.m. on Saturdays). Impacts in this regard would be less than significant with adherence to the City's Municipal Code requirements.

Long-Term Impacts

Currently, light and glare in the project vicinity is produced by vehicle headlights, street lighting, and lighting from the adjacent residential, industrial, and institutional uses. Also, security lighting is currently being emitted at the project site.

The East Division Police Substation would be operated 24 hours a day, seven days a week. Existing light poles within the project site would remain unchanged and new light poles would not be added. In accordance with Long Beach Municipal Code Section 21.41.259, *Parking areas – Lighting*, all parking lots are required to be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. The light standards cannot exceed the height of the principal use structure or one foot for each two feet of the distance between the light standard and the nearest property line, whichever is greater. Compliance with the Municipal Code would ensure impacts associated with parking lot lighting would be less than significant.

Increased lighting at the project site would result from interior lighting being emitted through windows as well as vehicles accessing the parking areas during the evening/early morning hours. Currently, residential uses located to the east of the project site are separated by a chain link fence. Due to the distance of the on-site structures from the residential uses (over 300 feet), interior lighting would not create a new significant lighting impact. A six-foot high concrete block wall is proposed along the eastern property boundary, north of East Vernon Street, adjacent to the existing residential uses and a six-foot high screened fence would be provided south of East Vernon Street and along the project's southern boundary. The proposed wall and screened fence would limit views of the project site from the residences immediately adjacent to the project site. Thus, interior lighting currently visible from adjacent residential uses would be reduced when compared to existing conditions. Further, the proposed wall and screened fence would limit the intrusion of light into adjacent residential uses from vehicles within the project site. Lighting impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.2 AGRICULTURE AND FORESTRY 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:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

a) 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?

No Impact. The East Division Police Substation site and surrounding vicinity are void of any agricultural uses. No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the project or converted to a non-agricultural use. Thus, no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated above, the East Division Police Substation site and surrounding vicinity are void of any agricultural uses. The site is currently designated as Land Use District 7 (Mixed Use District) by the *City of Long Beach General Plan* and zoned Two-Family Residential, Standard Lot (R-2-N). No agricultural zoning applies to the site. Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impacts would result.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As stated, the East Division Police Substation site is currently designated as Land Use District 7 (Mixed Use District) by the *City of Long Beach General Plan* and zoned Two-Family Residential, Standard Lot (R-2-N). No zoning for forest land, timberland, or timberland zoned Timberland Production would be affected by the project. In addition, the site does not include any trees that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, or that allow for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. No impacts would occur in this regard.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Responses 4.2(a) through 4.2(c). No other changes in the existing environmental would occur that could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur in this regard.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. 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)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. According to the South Coast Air Quality Management District's (SCAQMD) *CEQA Air Quality Handbook*, in order to determine consistency with the *2012 Air Quality Management Plan* (2012 AQMP) two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

The consistency criteria identified under the first criterion pertain to pollutant concentrations, therefore localized pollutant concentrations are used as the basis for evaluating project consistency. Localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant (refer to Table 4.3-3). Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) Would the project cause or contribute to new air quality violations?

The proposed project would not exceed the SCAQMD construction or operational thresholds (refer to Table 4.3-1 and Table 4.3-2). Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Long Beach General Plan* (General Plan), SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan* (RCP), and SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP). The RTP also provides socioeconomic forecast projections of regional population growth. The project site is designated as General Plan Land Use District (LUD) No. 7 (Mixed Use District) by the City's existing *General Plan.* The project involves reuse of the former U.S. Army Reserve Center training facility for the East Division Police Substation and Juvenile Investigations Section operations, which are currently located within other areas of the City. The proposed Substation use would not conflict with the LUD 7 designation. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCP. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council are based on the local plans and policies applicable to the City; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the 2012 AQMP, it can be concluded that the proposed project would be consistent with the projections.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As described above, the project involves reuse of the former U.S. Army Reserve Center training facility for the East Division Police Substation and Juvenile Investigations Section operations, which are currently located within other areas of the City. The Substation would continue to allow officers to work locally in their service area and provide vital public safety services to the eastern portion of the City. The proposed project would not conflict with City of Long Beach or SCAG policies.

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2012 AQMP.

Mitigation Measures: No mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact with Mitigation Incorporated.

Short-Term Construction Impacts

The project involves renovation activities associated with paving, minor grading for compliance with the Americans with Disabilities Act (ADA), and reconfiguration of the interiors of the existing on-site buildings, as well as upgrades to the structural, mechanical, and electrical systems. A new elevator would be installed along with a rooftop bridge structure connecting the second level of the two wings. The elevator shaft cladding would be a panelized material. New electronic equipment for police communications would be installed on the roof of the elevator structure and would be screened. A second level would be added in the auditorium wing to facilitate the gymnasium and locker facilities. It has been determined that the on-site buildings are eligible for the National Register of Historic Buildings, and as such, there will be minimal changes to the exterior.

The proposed building improvements would not result in any structural alterations or expansion of the existing buildings as the corridors and stairwells would remain and the original wall finish would be preserved. Major interior elements such as the exposed brick walls and original architectural elements would also be preserved. The only activities that would likely necessitate the use of heavy equipment would be for minor grading activities and the repair, slurry coating, and restriping of the parking areas. The proposed project would be constructed over approximately 12 months, for anticipated completion by November 2014.

Table 4.3-1, *Construction Air Emissions*, depicts the construction emissions associated with the project. Emitted pollutants would include ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. ROG emissions would be the greatest during the paving and architectural coating phases of construction. The largest amount of CO and NO_X emissions would occur during the building phase. PM_{10} and

$PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

Table 4.3-1
Construction Air Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2013						
Unmitigated Emissions	22.67	31.71	19.96	0.05	20.16	2.09
Mitigated Emissions	22.67	31.71	19.96	0.05	15.15	1.85
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD.
3. Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

The California Emissions Estimator Model (CalEEMod) calculates criteria pollutants associated with construction activity emissions. As depicted in Table 4.3-1, unmitigated construction-related emissions would not exceed the established SCAQMD thresholds for criteria pollutants. However, the proposed project would be required to adhere to standard SCAQMD regulations, such as implementing SCAQMD Rule 403 (Mitigation Measure AQ-1) which would further reduce construction emissions. Mitigation Measure AQ-1 requires limiting on-site vehicle speeds, shutting down equipment when not in use for extended periods of time, watering construction areas not in use, and tarping haul trucks. Thus, construction air quality impacts would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies, and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (dated August 2000), the proposed project is not located in an area where NOA is likely to be present. Therefore, no impacts are anticipated in this regard.

Asbestos Containing Materials

Several asbestos surveys have been performed at the site to date. These reports indicate the asbestos-containing materials (ACMs) are present at the project site. Some areas of ACM have been abated. However, there are non-friable asbestos-containing materials (ACMs) remaining in the administration building. The ACMs include: tile mastic, roofing mastic, transite cement flue pipe, and joint compound. Portions of the interior of the existing administrative building would be removed as part of the proposed project. Based on the previous presence and removal of ACMs at the project site and given the age of the existing building, it is likely that the buildings contain ACMs and/or other contaminants. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials.

All demolition that could result in the release of ACMs must be conducted according to Federal and State standards. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACMs are found, abatement of asbestos would be required prior to any demolition activities. Compliance with the recommended mitigation (refer to Mitigation Measure HAZ-1) regarding the requirement for an asbestos survey and abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

Long-Term Operational Impacts

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and from stationary source emissions. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. It should be noted that the project would relocate the East Division Police Substation and Juvenile Investigations Section currently operating at other sites within the City. The proposed Substation would continue to allow officers to work locally in their service area and provide vital public safety services to the eastern portion of the City and would not generate new vehicle trips and associated emissions. Table 4.3-2, *Long-Term Air Emissions*, presents the anticipated mobile source emissions. As shown in Table 4.3-2, unmitigated emissions generated by vehicle traffic associated with the proposed project would not exceed established SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$.

Table 4.3-2
Long-Term Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Unmitigated Area Source Emissions	1.33	0.00	0.00	0.00	0.00	0.00
Unmitigated Energy Emissions	0.01	0.07	0.06	0.00	0.01	0.01
Unmitigated Mobile Emissions	1.64	4.28	15.22	0.03	3.11	0.20
Total Unmitigated Emissions	2.78	4.35	15.28	0.03	3.12	0.21
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area, energy, and mobile emissions have been modeled. Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

Stationary Source Emissions

Stationary source emissions would be generated due to an increased demand for electrical energy and natural gas with the relocation of the proposed project. This assumption is based on the supposition that those power plants supplying electricity to the site are utilizing fossil fuels. Electric power generating plants are distributed throughout the Basin and western United States, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products, and landscaping. As indicated in Table 4.3-2, stationary source emissions from the proposed project would not exceed SCAQMD thresholds. If stationary sources, such as backup generators, are installed on-site, they would be required to obtain the applicable permits from SCAQMD for operation of such equipment. The SCAQMD is responsible for issuing permits for the operation of stationary sources in order to reduce air pollution, and to attain and maintain the national and California ambient air quality standards in the Basin. Backup generators would be used only in emergency situations, and would not contribute a substantial amount of emissions capable of exceeding SCAQMD thresholds. Thus, impacts from stationary source emissions would be less than significant.

Mitigation Measures:

Construction Impacts

AQ-1 During the minor grading operations, excessive fugitive dust emissions must be controlled by regular water or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403.

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.

- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure will be subject to periodic site inspections by the City.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

AQ-2 Ozone precursor emissions from construction equipment vehicles must be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure must be subject to periodic inspections of construction equipment vehicles by the City and included in construction bid documents.

AQ-3 All trucks that are to haul material must comply with California Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. This provision must be provided in construction bid documents.

AQ-4 Backup generators shall be used only for emergency operations. All backup generators shall be selected in consultation with the SCAQMD from their list of certified internal combustion engines.

c) 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)?

<u>Less Than Significant Impact with Mitigation Incorporated</u>.

Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2012 AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project

would comply with adopted 2012 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted Air Quality Management Plan emissions control measures) would also be imposed on construction projects throughout the Basin.

Compliance with SCAQMD rules and regulations, as well as implementation of Mitigation Measures AQ-1 through AQ-4, would reduce the project's construction-related impacts to a less than significant level. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.

Cumulative Long-Term Impacts

As discussed previously, the proposed project would not result in long-term air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, no impacts to cumulative operational impacts associated with project operations would result.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-4 to reduce the project's cumulative contribution of criteria pollutants. No additional mitigation measures are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptors near the project site are the existing residences surrounding the project site to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (on-site sources only). A carbon monoxide hot-spot analysis was not performed in this analysis as the proposed project would not create a significant amount of new traffic trips.

Localized Significance Thresholds (LST)

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance to assist lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive

receptors. The project consists of approximately 4.68 acres; therefore, a Localized Significance Thresholds analysis was performed. The project is located within Sensitive Receptor Area (SRA) 4, South Coastal LA County.

The closest sensitive receptors to the project site are residential units along East Vernon Street and Termino Avenue, which are located approximately five meters east of the nearest improvements (i.e., construction of a concrete block wall and a vegetated area along the east boundary). However, the majority of improvements would occur over 60 meters from the receptors to the north (Extended Stay Hotel) and over 100 meters away from receptors to the east (single family residences). These receptors may be potentially affected by air pollutant emissions generated during on-site construction activities. Since the closest sensitive receptor is less than 25 meters away (i.e., 5 meters), the smallest localized significance threshold value of 25 meters was utilized as a threshold. The LST guidelines state that the 25 meter threshold shall be used for receptors that occur within the 25 meter distance.

Table 4.3-3, *Summary of Localized Significance of Construction Emissions*, shows the construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the localized significance thresholds for SRA 4, South Coastal LA County, at a distance of 25 meters for a five-acre site. As shown in Table 4.3-3, construction emissions would not exceed the localized significance thresholds. Compliance with Mitigation Measures AQ-1 through AQ-4 would further reduce potential construction emissions. Therefore, localized air quality impacts would be less than significant.

Table 4.3-3
Summary of Localized Significance of Construction Emissions

Construction Phase	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction				
Mitigated On-Site Construction Emissions	15.03	10.68	1.26	1.12
Localized Significance Threshold	99	1,503	14	8
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Operations				
Area Source Emissions	1.13	0.00	0.00	0.00
Localized Significance Threshold	99	1,503	4	2
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance (approximately 5 acres) and the source receptor area (SRA 4).

For project operations, the five-acre threshold was utilized. As the nearest sensitive uses are adjacent to the project site, the most conservative LST value for 25 meters was used. As depicted in Table 4.3-3, operational emissions are far below the LSTs, and a less than significant impact would occur in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-4. No additional mitigation measures are required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term, as previously noted, and are less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. 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?				✓
c. 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?				✓
d. 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?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

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

No Impact. As a result of the urbanized and developed nature of the area and the lack of significant native habitats, the project site does not contain native plants and wildlife. The project site is not located within any habitat areas of the City according to General Plan Conservation Element Figure 5, *Habitats*. The proposed site does not contain habitat with the potential to support State- or Federally-listed special status plant or wildlife species and no focused surveys for any special status species are required. Therefore, no impacts would result with regard to species identified as a candidate, sensitive, or special status species.

Mitigation Measures: No mitigation measures are required.

b) 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?

No Impact. No riparian habitats or sensitive natural communities are present on-site. The project site has been previously disturbed in order to construct the existing structures and paved parking areas. Additionally, the project area is not located within any designated sensitive habitat area as shown on General Plan Conservation Element Figure 5, *Habitats*. Thus, the project would not affect a sensitive natural community. No impacts would result.

Mitigation Measures: No mitigation measures are required.

c) 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?

No Impact. Refer to Responses 4.4(a) and 4.4(b), above. No wetlands or Waters of the United States are located within the boundaries of the project site. The project site is not subject to the jurisdiction of the Army Corps of Engineers (ACOE), California Department of Fish and Game (CDFG), or the Regional Water Quality Control Board (RWQCB). Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) 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?

No Impact. Refer to Response 4.4(a) above. The project site does not contain habitat to support any native resident or migratory fish or wildlife species. The proposed project would not interfere with the movement of fish or wildlife. Therefore, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. No biological resources are located within the project site. No policies or ordinances would apply to the project pertaining to biological resources, other than Long Beach Municipal Code Chapter 14.28, *Trees and Shrubs*. Chapter 14.28 contains regulations on tree and shrub planting, removal, and maintenance, including the protection of all trees located along the street, alley, court, or other public place during construction activities. Implementation of the proposed project would not disturb City trees or shrub plantings within areas of public right-of-way. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Implementation of the proposed project would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans. No impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

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4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?		✓		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Galvin Preservation Associates (GPA) prepared a *Historic Resource Report* for the Schroeder Hall U.S. Army Reserve Center (USARC) (July 2013); refer to Appendix B, *Historic Resource Report*. The purpose of the *Historic Resource Report* is to determine whether the proposed project would impact historical resources.

In June 2007, the existing Schroeder Hall property was evaluated and determined eligible for listing in the National Register of Historic Places (National Register) by the U.S. Army Reserve and PAR Environmental Services Inc. It was determined eligible under Criterion C, Consideration G, as an excellent and rare example of a largely unmodified Reisner & Urbahn design adaptation for U.S. Army Reserve centers. A building is eligible for listing under Criterion C if it embodies the distinctive characteristics of a type, period, or method of construction, or if it represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction. Since Schroeder Hall and the Organizational Maintenance Shop (OMS) were not yet 50 years of age when they were evaluated in 2006, the Army Reserve and PAR Environmental Services utilized Consideration G in preparing their report. Consideration G states that a property that is less than 50 years of age can be listed in the National Register if the property achieves significance within the past 50 years and if it is of exceptional importance.

As part of the Base Realignment and Closure (BRAC) process, the City of Long Beach was recognized as the Local Redevelopment Authority responsible for the reuse planning for the site. The Army determined that the disposition of the property outside of federal ownership and control constituted an adverse effect on the historic property. Therefore, the Army entered into a Memorandum of Agreement (MOA) with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) to resolve the adverse effect. The City of Long Beach was invited to act as a concurring party in the MOA. The stipulations outlined in the MOA to resolve the effects on the historic property included the preparation of a Historical Covenant for the property for the purpose of ensuring that the property continues to be preserved.

In addition to the City's responsibilities as a concurring party to the MOA and the Historical Covenant, the City must also determine whether any future work proposed for the property would significantly impact the property in accordance with CEQA. Schroeder Hall USARC has

been determined eligible for the National Register. It is therefore also eligible for listing in the California Register and is considered a historical resource under CEQA. Refer to Appendix B for further information regarding the National and California Register designation programs.

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated. The proposed project has the potential to affect a historical resource, as the project proposes rehabilitation of the existing Schroeder Hall property, determined eligible for listing in the National Register and California Register, and considered a historical resource under CEQA.

Secretary of the Interior's Standards

Projects that may affect historic resources are considered to be mitigated to a level of less than significant if they conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Projects with no other potential impacts qualify for a Class 31 exemption under CEQA if they meet the Standards. The Standards were issued by the National Park Service. They were not intended to be prescriptive, but to "...promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." The Standards are accompanied by Guidelines for four types of treatments for historic buildings: Preservation, Rehabilitation, Restoration, and Reconstruction.

The proposed project is the rehabilitation of a property consisting of two buildings located at 3800 East Willow Street. The definition of rehabilitation assumes that at least some repair or alteration of the historic building will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features or finishes that are important in defining the building's historic character.

An analysis of the proposed project for compliance with the Standards for Rehabilitation follows[1]:

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

   Schroeder Hall was designed as a USARC training facility. It consists of a two-story administration center with double-loaded corridors servicing classrooms, offices, a rifle range, a kitchen, restrooms, and storage; a high-bay assembly hall; and a one-story connecting wing with a double-loaded corridor. The proposed project would adaptively reuse the building into a police substation. The exterior building envelope would remain unaltered. Changes to the interior required to accommodate the new use would be limited to separating the lobby from the corridors for security reasons, altering partition walls between the spaces off of the corridors, and dividing the assembly hall into two floors.

[1] Because the project does not propose changes to the OMS building, this analysis only discusses changes proposed to the Schroeder Hall building.

The lobby would retain its original volume with a new partition wall at the point where it transitions to corridor space. This is necessary to provide the officers with a secure path of travel separate from the public lobby. The assembly hall would clearly retain its original high-bay volume from the exterior. The new second floor is required to provide sufficient locker and gym space. No other spaces within the building are large enough to accommodate these uses. The rifle range would retain its original volume, but its use would be changed, as a rifle range is no longer necessary for the new use.

All of the changes required to accommodate the new use are considered minor. None of the changes would affect the building's exterior. All primary character-defining features would be preserved. Therefore, the proposed project complies with Standard 1.

2. *The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.*

Schroeder Hall's exterior envelope, materials, and features would remain intact. Materials and features which require cleaning and/or repair would be cleaned and repaired. None would be removed.

The administration center interior would retain its double-loaded corridor organization. Some partition walls would be removed or relocated, but they are not considered character-defining. The overall volume of the lobby space would be preserved, but a new partition wall would be added at the point where it transitions to corridor space. This is a necessary and minor change, as outlined under Standard 1.

Original wall and ceiling finishes in the lobby and corridors would be preserved. Linoleum flooring would be replaced with a similar, solid material. The flooring is a common, secondary character defining feature. Its replacement is acceptable and would not negatively impact the building's overall historic character. Corridor lighting would be replaced, but it is non-original and non-character-defining.

Some finishes would be removed or replaced in private spaces, such as offices, classrooms, and restrooms, on a case-by-case basis. New finishes are to be determined, but they would be compatible with existing finishes. The finishes in these locations are considered secondary character-defining features, because while they are original, they are common and not highly visible. Removing or replacing them would not negatively impact the building's overall historic character. Existing lighting would be replaced, but it is non-original and non-character-defining.

The assembly hall would be changed from a single, high-bay floor to two floors. The first floor would be occupied by locker rooms for the officers; the second floor would be occupied by a gym. Dividing this large open space is the only way to fit the building program into the existing envelope. It would remain evident that the space was originally a single, high-bay floor from the exterior due to the lack of fenestration on the first story and clerestory windows along the roof line. The space is a secondary character-defining feature which is not readily accessible or visible to the public. As such, its alteration is acceptable. The proposed project avoids major alterations to all other spaces within Schroeder Hall.

Finishes in the assembly hall would be preserved on the new second floor; the brick walls and roof framing would remain exposed. The first floor would require some new finishes to accomplish the new use. The new finishes are to be determined, but they would be compatible with existing utilitarian finishes. Because the space is basically unfinished as is, installing new finishes would not necessitate removing any extant finishes.

The large cylindrical lights in the assembly hall would have to be removed to create sufficient floor-to-ceiling space in the new second floor. The lights are secondary character-defining features, because they are located in a space which is not readily accessible or visible to the public. Removing some of them to accommodate the new use is acceptable as it would not negatively impact the building's overall historic character.

Therefore, the proposed project would retain and preserve the historic character of the property, and the removal of historic material or alteration of features and spaces would be avoided to the extent possible while accommodating the new use. No primary character-defining features would be altered or removed. The proposed project complies with Standard 2.

3. *Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.*

   No conjectural features would be added as part of the proposed project. The only part of the project that involves adding new elements is the elevator structure. The elevator structure would be physically separated from the building's original massing and would be clad with a panelized material, rather than brick. The catwalk on the second floor would be open with no exterior cladding. As such, the elevator structure and its associated catwalk would employ only modern features, not conjectural features or elements. Therefore, the project complies with Standard 3.

4. *Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.*

   The building remains largely unaltered. It does not have any changes that have acquired significance in their own right. Therefore, there are no such changes to retain and preserve, and the project complies with Standard 4.

5. *Distinctive features, finishes and construction techniques or examples of skilled craftsmanship, which characterize a historic property shall be preserved.*

   All of the distinctive features, finishes, and construction techniques on the building's exterior would be preserved by the proposed project. The new elevator would connect to the building at the location of an existing door. While the door itself may have to be replaced, the opening would remain. The door is a secondary character-defining feature, because it is common and located on a secondary elevation. It is not distinctive, and its removal is acceptable.

Most of the features, finishes, and construction techniques on the building's interior are not distinctive. Rather, they are common and made of ordinary materials. All of the materials and features that are primary character-defining features and many of the secondary character-defining features, such as the exposed masonry walls in the lobby and corridors, would be preserved. As discussed under Standard 2, some secondary character-defining features would be removed or replaced in the building's secondary, private spaces. Of these, the only features that could be considered distinctive are the cylindrical lights in the assembly hall. The rest are ordinary. However, while the lights are unique, they do not effectively characterize the historic property, because they are only visible from within the assembly hall and not from any public or semi-public space. Consequently, removing the lights for purposes of the new use is acceptable, and the project complies with Standard 5.

6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence*.

   The building is generally in good condition. The windows are expected to need the most care, but they all appear to be serviceable and would be repaired as necessary. Therefore, the project complies with Standard 6.

7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

   The project complies with Standard 7 because it does not include any chemical or harsh treatments. The building is generally in good condition and would not require anything more than basic, gentle cleaning.

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

   The project would involve ground-disturbing activity at the site of the new elevator. If archeological resources should be discovered during the project, work would be halted, a qualified archeologist would be retained to assess the resources, and mitigation measures would be prepared, as necessary. Therefore, the project complies with Standard 8.

9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

   The proposed project includes the addition of an elevator structure. The elevator structure would not destroy materials that characterize the property. It would be located on a secondary elevation, east of the one-story connecting wing, and it would be physically separated from the building's original massing. The structure would be clad with a panelized material, rather than brick, so it could not be confused with the original

parts of the building. The catwalk on the second floor would be open with no exterior cladding, just metal railings. In terms of massing, size, and scale, the elevator structure would have a regular, rectilinear massing and modest size and scale which would be compatible with the historic building. It would be no larger than necessary to house the appropriate elevator cab size and associated equipment. The height of the structure would be as low as possible, so it would not begin to dominate the site. In terms of architectural features, the elevator structure would have two exterior doors: one to the equipment room and one to the catwalk. The exact door material and design is still to be determined, but they would be simple and utilitarian, in keeping with the historic building's design.

The physical separation and modern materials of the elevator structure and its connecting catwalk would clearly differentiate it from the historic building, while the modest size, scale, massing, and architectural features would allow it to be compatible. Therefore, the proposed project complies with Standard 9.

10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be impaired.*

    As discussed under Standard 9, the proposed project includes the addition of an elevator structure. The elevator would be physically separate from the historic building and connected only by an exterior catwalk. As such, it could be easily removed in the future without damaging or altering the essential form and integrity of the historic property. Therefore, the project complies with Standard 10.

Summary of Potential Project Impacts

The existing property located at 3800 East Willow Street, commonly known as the Schroeder Hall USARC, has previously been determined eligible for listing in the National Register. It is therefore also listed in the California Register and is a historical resource subject to CEQA. The City proposes to rehabilitate the property for use as a police substation. The proposed project was analyzed for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and was determined to be in compliance. However, because the proposed project plans, including finishes, have not been finalized, the City would be required to retain services of a qualified historic preservation consultant to review the plans and finish selections in order to ensure that the proposed project continues to comply with the Standards (Mitigation Measure CUL-1). Implementation of the recommended mitigation would ensure the project complies with the Standards. Therefore, with mitigation, the project would have a less than significant impact on a historical resource.

Mitigation Measures:

CUL-1 Prior to final Site Plan approval, a qualified Historic Preservation Professional shall review the project plans to ensure the final plans and finish selections would continue to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact. The project site has been previously disturbed by grading and development. No archaeological resources have previously been identified at the project site. Significant grading or excavation activities would not be required in order to relocate the East Division Police Substation and Juvenile Investigations Section to the Schroeder Hall site. Ground-disturbing would occur at the site of the new elevator and minor grading would occur for ADA access within the site. If unknown archeological resources should be discovered during the project, work would be halted, a qualified archeologist would be retained to assess the resources, and mitigation measures would be prepared, as necessary. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Refer to Response 4.5(b), above. The project site is located within a generally flat area of the City and not within the vicinity of a unique geologic feature. Given the minor amount of ground disturbance that would occur with the proposed project, in addition to the developed nature of the site, impacts in regards to paleontological resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No known human remains exist at the Schroeder Hall site, and due to the level of past disturbance, it is not anticipated that human remains exist within the project area. In the event human remains are encountered during any earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. The Coroner would be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission would be contacted pursuant to Public Resources Code Section 5097.98. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. 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?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) 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.

No Impact. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, the State of California defines active faults as those that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[1] Based on the General Plan Public Safety Element Plate 10, *Fault Map*, no faults are located within the boundaries of the project site. The nearest mapped active fault to the site is the Newport-Inglewood Fault, located approximately one mile from the site.

Despite the project's proximity to the Newport-Inglewood Fault, no known active faults traverse the project site. Also, numerous controls would be imposed on the proposed project through the engineering review and permitting process. In general, the City regulates projects under the requirements of the California Building Code, the Alquist-Priolo Special Studies Zone Act, local

[1] California Department of Conservation and California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.

land use policies, zoning, and the City's *Municipal Code*. Therefore, no impact would result due to rupture of a known earthquake fault. No impacts would occur in this regard.

***Mitigation Measures*:** No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. The potential exists for the project site to experience strong seismic ground shaking from the Newport-Inglewood Fault, as well as from other faults located off-site in the region. The intensity of ground shaking at the project site would depend upon the magnitude of the earthquake, distance to the epicenter, and geology of the area between the epicenter and the project site. Strong seismic ground shaking may result in damage to the existing structure.

A *Structural Seismic Risk Assessment/Feasibility Study* of the existing structure was conducted by MHP Structural Engineers (July 2, 2013) based on the requirements of ASCE 41-06, as allowed by the 2010 California Building Code; refer to Appendix E. The assessment was conducted in order to evaluate the expected seismic performance of the structure, determine the scope of strengthening work required to bring the existing structure into conformance with current code requirements for existing buildings, comment on the impact of the proposed architectural improvements to the existing structure, and provide schematic structural options for both required seismic retrofit and structural support of the proposed improvements. The evaluation determined the existing structure is in overall good condition and expected to perform reasonably well when subjected to the design basis earthquake. However, the predicted structural performance of the existing structure does not satisfy all provisions for Life Safety. Seismic strengthening of multiple critical structural elements of the existing structural system would be required to reduce the life-safety hazards associated with the structures and to satisfy code compliance. Recommendations for strengthening measures to address the deficiency include cantilever masonry pilasters at assembly, main wing roof diaphragm, and main wing second floor diaphragm. Implementation of the seismic strengthening recommendations, as approved by the City Engineer (Mitigation Measure GEO-1) and adherence to standard engineering practices and Code requirements relative to seismic and geologic hazards would minimize potential impacts pertaining to potential damage to the on-site structures. Therefore, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking.

Mitigation Measures:

GEO-1 Prior to issuance of a building permit, the building and engineering plans shall incorporate all engineering recommendations contained within the *Structural Seismic Risk Assessment/Feasibility Study* (July 2, 2013), as approved by the City's Engineer, and any additional recommendations identified by the City's Engineer. These recommendations shall be stipulated in the building and engineering plans and specifications.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River-channels and flood-plains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility. According to the *Environmental Condition of Property Report* (February 2007), two groundwater bearing units were reported beneath the site; refer to Appendix C. The depth to first water under the site is reported as approximately 50 feet below ground surface in the Lakewood Formation. Additionally, based on the General Plan Seismic Safety Element Plate 7, *Liquefaction Potential Areas*, the project site is located within a minimal and low liquefaction potential area. Therefore, the proposed project is not anticipated to result in seismic-related ground failure (including liquefaction) and impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Topography within the project area is relatively flat and is void of any features capable of producing a landslide. According to the General Plan Seismic Safety Element Plate 9, *Slope Stability Study Areas,* the project site is not located within an area of relatively steep slopes. Since the project site is relatively flat, the risk of landslides at the site is considered very low. The main area of concern for slope stability in the City is the steep slope areas adjacent to Signal Hill, which is located approximately 0.60 miles southwest of the project site. Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving landslides. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. The relocation of the East Division Police Substation and Juvenile Investigations Section operations to the project site would require minor grading for Americans with Disabilities Act (ADA) access. Given the minor amount of grading that would occur with the proposed project, substantial soil erosion or the loss of topsoil would not occur. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c) 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Refer to Response 4.6(a)(4) pertaining to liquefaction. According to the General Plan, the on-site soils deep-stiff soil conditions north of the Newport-

Inglewood Fault) and relatively low groundwater table (greater than 50 feet below ground surface) reduces the potential for lateral spreading, subsidence, collapse, or other settlement. Also, although the City has experienced some subsidence as a result of oil production activities, the project site is not situated within the vicinity of these areas (i.e., the Wilmington oil field located approximately 2.5 miles southwest of the project site). Thus, impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?

Less Than Significant Impact. Clayey loams are often classified as expansive soils, meaning they can have a moderate to high shrink-swell potential. According to the City's General Plan, the project site is underlain by both sandy and clayey alluvial material and granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths (General Plan Seismic Safety Element Plate 3, *Soil Profiles*). Thus, it is not anticipated that the project site would pose a risk related to expansive soils. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project involves improvements to the existing Schroeder Hall building and the relocation of the East Division Police Substation and Juvenile Investigations Section operations to the site. Existing buildings are currently connected to the City's sewer system. The project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2eq)[2] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

[1] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004,* 2006.

[2] Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO_2eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[3] This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (Proposed *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

<u>SCAQMD Thresholds</u>

On December 5, 2008, the SCAQMD adopted GHG significance thresholds for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. The project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For industrial stationary source projects, the SCAQMD adopted a screening threshold of 10,000 metric tons (MT) CO_2eq per year. This threshold was selected to capture 90 percent of the GHG emissions from these types of projects where the combustion of natural gas is the primary source of GHG emissions. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. Tier 4 consists of three decision tree options. Under the first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's

[3] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

Scoping Plan measures. Under the third option, the project would be excluded if it met sector based performance standards. However, the specifics of the Tier 4 compliance options were not adopted by the SCAQMD board in order to allow further time to develop the options and coordinate with CARB's GHG significance threshold development efforts. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

While not adopted by the SCAQMD Board, the guidance document prepared for the stationary source threshold also suggested the same tiered approach for residential and commercial projects with a 3,000 $MTCO_2eq$ per year screening threshold. However, at the time of adoption of the industrial stationary source threshold, the SCAQMD felt additional analysis was required along with coordination with CARB's GHG significance threshold development efforts.

At the November 2009 meeting of the SCAQMD GHG working group, SCAQMD staff presented two options for screening thresholds for residential and commercial projects. The first option would have different thresholds for specific land uses. The proposed threshold for residential projects is 3,500 $MTCO_2eq$ per year, the commercial threshold is 1,400 $MTCO_2eq$ per year, and the mixed-use threshold is 3,000 $MTCO_2eq$ per year. The second option would apply the 3,000 $MTCO_2eq$ per year screening threshold for all commercial/residential projects. Lead agencies would be able to select either option. These thresholds are based on capturing 90 percent of the emissions from projects and requiring them to comply with the higher tiers of the threshold (i.e., performance requirements or GHG reductions outside of the project) to not result in a significant impact.

SCAQMD staff also presented updates for compliance options for Tier 4 of the significance thresholds. The first option would be a reduction of 23.9 percent in GHG emissions over the base case. This percentage reduction represents the land use sector portion of the CARB Scoping Plan's overall reduction of 28 percent. This target would be updated as the AB 32 Scoping Plan is revised. The base case scenario for this reduction still needs to be defined. Residual emissions would need to be less than 25,000 $MTCO_2eq$ per year to comply with the option. Staff proposed efficiency targets for the third option of 4.6 $MTCO_2eq$ per year per service population (population employment) for project level analysis and 6.6 $MTCO_2eq$ per year for plan level analyses. For project level analyses, residual emissions would need to be less than 25,000 $MTCO_2eq$ per year to comply with this option.

At the most recent meeting of the SCAQMD GHG working group, SCAQMD staff recommended extending the 10,000 $MTCO_2eq$ per year industrial project threshold for use by all lead agencies. The two options for land-use thresholds were reiterated with a recommendation that lead agencies use the second, 3,000 $MTCO_2eq$ per year threshold for all non-industrial development projects. Staff indicated that they would not be recommending a specific approach to address the first option of Tier 4, Percent Emissions Reduction Target. If lead agencies enquire about using this approach staff will reference the approach recommended by the San Joaquin Valley Air Pollution Control District and describe the challenges to using this approach. For the third option of Tier 4, SCAQMD staff re-calculated the recommended Tier 4 efficiency targets for project level analyses to 4.8 $MTCO_2eq$ per year in 2020 and 3.0 $MTCO_2eq$ per year in 2035. The recommended plan level analysis efficiency target remains 6.6 $MTCO_2eq$ per year for 2020, but was lowered to 4.1 $MTCO_2eq$ per year for 2035. SCAQMD staff also stated that they are no longer proposing to include a 25,000 $MTCO_2eq$ per year maximum emissions requirement for compliance with Tier 4. Staff indicated that they hoped to bring the proposed

GHG significance thresholds to the board for their December 2010 meeting; however, this did not occur.

For the proposed project, the 3,000 $MTCO_2eq$ per year non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the *CEQA Guidelines*.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The CalEEMod model relies upon project specific land use data to calculate emissions. Table 4.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed project. The CalEEMod computer model outputs are contained within the Appendix A, Air Quality/Greenhouse Gas Data.

Table 4.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons/year[1]	Metric Tons/year[1]	Metric Tons of CO_2eq[2]	Metric Tons/year[1]	Metric Tons of CO_2eq[2]	
Direct Emissions						
• Construction (total of 195.71 $MTCO_2eq$ amortized over 30 years)	6.51	0.00	0.01	0.00	0.00	6.52
• Area Source	0.00	0.00	0.00	0.00	0.00	0.00
• Mobile Source	331.77	0.01	0.21	0.00	0.00	332.05
Total Unmitigated Direct Emissions[3]	338.28	0.01	0.22	0.00	0.00	338.57
Indirect Emissions						
• Energy	120.97	0.01	0.21	0.00	0.00	121.72
• Water Demand	25.83	0.14	2.94	0.00	0.00	29.91
• Waste	4.75	0.28	5.88	0.00	0.00	10.64
Total Unmitigated Indirect Emissions[3]	151.55	0.43	9.03	0.00	0.00	162.27
Total Unmitigated Project-Related Emissions[3]	***500.84 $MTCO_2eq$/year***					

Notes:
1. Emissions calculated using CalEEMod computer model.
2. CO_2 Equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed July 2013.
3. Totals may be slightly off due to rounding.

Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[4] As seen in Table 4.7-1, the proposed project would result in 6.52 $MTCO_2eq$ per year (amortized over 30 years), which represents a total of 195.71 $MTCO_2eq$ from construction activities.

Area Source. Due to the proposed land use type (institutional/commercial), the project would not result in any meaningful quantities of area source GHG emissions.

Mobile Source. The project would directly result in 332.05 $MTCO_2eq$ per year of mobile source-generated GHG emissions; refer to Table 4.7-1.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via the Long Beach Gas and Electric Department. The project would indirectly result in 121.72 $MTCO_2eq$ per year due to energy consumption; refer to Table 4.7-1.

Water Demand. The project operations would result in a demand of approximately 7.2 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 29.91 $MTCO_2eq$ per year.

Solid Waste. Solid waste associated with operations of the proposed project would result in 10.64 $MTCO_2eq$ per year; refer to Table 4.7-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.7-1, the total amount of project-related "business as usual" GHG emissions from direct and indirect sources combined would total 500.84 $MTCO_2eq$ per year.

Project Design Features

The project includes the following project design features that would further reduce project-related GHG emissions:

- Canopy trees would provide shade coverage at parking areas.
- A designated area for the collection of recyclables would be provided adjacent to the area for the collection of waste.
- Bicycle Parking:
  - Short-term parking would be located within 200 feet of the visitors' entrance.
  - Long-term parking would include lockable, permanently anchored bicycle lockers.
- Designated parking for low-emitting, fuel efficient and carpool/van pool vehicles would be provided.

[4] The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (http://www.aqmd.gov/hb/2008/December/081231a.htm).

- Plumbing fixtures and fixture fittings would be installed that would reduce the overall use of potable water by 20 percent.
- A water budget would be developed for landscape irrigation.
- Water conserving plants would be installed in the existing landscape area along Willow Street.
- Environmental quality would be improved by using paints and coatings with volatile organic compound (VOC) limits.

Conclusion

As shown in Table 4.7-1, operational-related "business as usual" emissions would be 500.84 $MTCO_2eq$ per year, which is below the 3,000 $MTCO_2eq$ per year threshold. Therefore, the proposed project would result in a less than significant impact with regards to GHG emissions.

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. No applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the project area. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the proposed project would result not in substantial construction-related or operational GHG emissions. The proposed project would not hinder the State's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. 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?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. 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?				✓
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?				✓
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?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

An Environmental Condition of Property (ECP) Report (February 2007) was prepared for the Schroeder Hall Memorial U.S. Army Reserve (USAR) Center by Fuller, Mossbarger, Scott and May Engineers, Inc. (FMSM). The ECP Report was conducted in conformance with primary Department of Defense and Army guidance, the Department of Defense's Base Redevelopment and Realignment Manual, DoD 4165.77-M (BRRM), Army regulations and the American Society for Testing and Materials (ASTM) Designation D 6008-96 (2005), *Standard Practice for Conducting Environmental Baseline Surveys,* as secondary guidance when it was not inconsistent with the primary guidance. The ECP Report details the history of the property, including the U.S. Army Reserve and any prior tenant uses of the project site and the resulting environmental condition of the property. The following provides a summary of the ECP Report findings. The ECP Report can be found in Appendix C, *Environmental Condition of Property Report*.

According to the ECP Report, no Aboveground Storage Tanks (ASTs) or Underground Storage Tanks (USTs) are currently present on site and there is no evidence to indicate ASTs or USTs were used at the project site. Although Asbestos Containing Materials (ASM) have previously been removed from the administration building, ACMs still remain within the administration building and the maintenance building. Due to the age of the buildings, the presence of lead-

based paints (LBPs) is also likely. There is no evidence that hazardous substances above reportable quantities have been released or disposed of at the site. An indoor firing range was previously located on the first floor of the administration building. Lead abatement activities were previously performed and lead samples were below the referenced cleanup standard. However, it is unknown if the air handling system was sampled or abated. There is no evidence that munitions and explosives of concern were present at the site. Further, there is no evidence that any radiological materials were stored or released at the project site. No high risk properties having the probability of adversely affecting the project site occur within the area.

An oil/water separator (OWS) is located adjacent to the wash rack within the site. The OWS was previously upgraded with an automatic rain diversion valve. During the upgrade, soil samples were collected beneath the previously discovered disposal drywell associated with the OWS and did not indicate the presence of constituent of concern greater than regulatory action or background levels. In 2004, the City issued a No Further Action letter regarding the assessment and the drywell was removed and the cavity filled with clean soil. The current configuration discharges stormwater to the surface at the rain valve location and allows for precipitation to flow off the property following natural discharge. Wash water effluent is discharged into the sanitary sewer system under a County Sanitation Districts of Los Angeles County Permit.

A pad-mounted transformer was identified in the northwest corner of the site. The transformer did not contain a Polychlorinated Biphenyls (PCB) label. At the time of the site assessment, the transformer was operational, noted to be in good condition, and the unit was determined not to be leaking. No records were available regarding the status of light ballasts at the project site. However, older fixtures, especially those that are original to the site, could potentially contain PCBs.

Pesticides or herbicides are not stored or used in quantities larger than consumer-packaged quantities. Unpaved areas that appeared not to support vegetation were sampled and the sampling report concluded that the lack of vegetation in the areas identified was not a result of contamination, but more likely due to insufficient water during the summer months.

According to the USEPA Map of Radon Zones, Los Angeles County has been designated Zone 2, with a moderate radon potential between two to four pCi/l. According to the Draft Finding of Suitability to Transfer (September 2010), a radon survey conducted in 1995 determined that radon concentration is 1.0 pCi/L or less in both buildings on the property. This is below the 4.0 pCi/L EPA residential action level.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The project proposes reuse of the former Schroeder Hall U.S. Army Reserve site for the East Division Police Substation. Use of the site as a Police Substation may involve the routine transport, use, or disposal of hazardous materials. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. Therefore, no specific type of hazard associated with the use of these

materials can be identified and the likelihood of a hazard presenting a serious health or safety hazard to the public cannot be determined at this time.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) 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?

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Impacts

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Portions of the interior of the existing Administrative Building would be removed as part of the proposed project. Based on the previous presence and removal of ACMs at the project site and given the age of the existing on-site buildings, it is likely that the building contains lead-based paints (LBPs), ACMs, and/or other contaminants. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACMs or LBPs must be conducted according to Federal and State standards. The National Emission Standards for

Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Compliance with the recommended mitigation (Mitigation Measure HAZ-1) regarding the requirement for an asbestos and LBP survey and abatement, as well as compliance with SCAQMD Rule 1403, would reduce potential impacts to a less than significant level.

As stated, lead abatement activities were performed in 1997 and indicated the indoor firing range had been abated with lead samples below the referenced clean-up standards. The ECP Report indicated that the air handling system may not have been sampled or abated. The ECP Report states that air monitoring may be necessary for future remodeling activities due to a possible release of lead dust from floor and wall areas. Implementation of recommended Mitigation Measure HAZ-2 would require that a Certified Lead Specialist confirm the presence or absence of lead dust on building materials (including, but not limited to, flooring, wall, and ducting materials) prior to structural demolition/renovation activities. Should lead dust be present above regulatory levels and/or pose a potential threat to worker safety during structural demolition/renovation activities, appropriate abatement activities would be required to be conducted by the Certified Lead Specialist. Any demolition materials containing lead would be removed and disposed of at an appropriate permitted disposal facility. With implementation of Mitigation Measure HAZ-2, impacts in this regard would be reduced to a less than significant level.

A pad-mounted transformer was identified in the northwest corner of the site. The transformer did not contain a PCB label and no leaking was identified. Older fixtures within the interior of the buildings, especially those that are original to the project site, could potentially contain PCBs. If any ballasts that are not marked “No PCBs” are encountered and begin to leak or are removed from service, they should be assumed to be under the USEPA definition of PCB equipment and managed in accordance with applicable local, State, and Federal regulations (Mitigation Measure HAZ-3). With implementation of Mitigation Measure HAZ-3, impacts in this regard would be reduced to less than significant levels.

Long-Term Operational Impacts

As concluded in the ECP Report, on-site soils are below any regulatory thresholds and would not expose future police officers or employees of the proposed project to hazards. Impacts would be less than significant in this regard.

Substantial use of hazardous materials would not be utilized as part of long-term operations. Maintenance of police vehicles may occur within the existing maintenance structure, resulting in storage of small amounts of hazardous materials. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be less than significant.

Mitigation Measures:

HAZ-1 Prior to the issuance of a building permit, a Certified Environmental Professional shall confirm the presence or absence of ACMs and LBPs prior to structural demolition/renovation activities. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

HAZ-2 Prior to the issuance of a building permit, a Certified Lead Specialist shall confirm the presence or absence of lead dust on building materials (including, but not limited to, flooring, wall, and ducting materials) prior to structural demolition/renovation activities. Should lead dust be present above regulatory levels and/or pose a potential threat to worker safety during structural demolition/renovation activities, appropriate abatement activities shall be conducted by the Certified Lead Specialist. Any demolition materials containing lead shall be removed and disposed of at an appropriate permitted disposal facility.

HAZ-3 Any structural demolition/renovation activities that involve the disturbance of fluorescent lighting ballasts or equipment that are not marked "No PCBs" shall be assumed to be under the USEPA definition of PCB equipment and managed in accordance with applicable local, State, and Federal regulations. Further, any disturbance of pad-mounted transformers shall be conducted under the purview of the local regulatory agency to identify proper handling procedures.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The project proposes to reconfigure the existing on-site buildings for use by the Long Beach Police Department. The project site is not located within one-quarter mile of an existing or proposed school. The nearest school to the project site is Buffum Elementary School, located approximately 0.5-mile east of the project area. Proposed project operations would not involve hazardous emissions or acutely hazardous materials that would pose a potential health hazard. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) 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?

No Impact. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). According to the ECP Report, the project site was included in three regulatory agency database records, none of which are maintained by the DTSC, refer to Response 4.8(b). Additionally, the project is not included on the DTSC's hazardous waste facilities list.[1] Therefore, the project site has not been

[1] Department of Toxic Substances Control, *Hazardous Waste and Substance Site List (Cortes)*, accessed on July 12, 2013. http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp.

included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. The nearest public airport (Long Beach Municipal Airport) is located approximately 0.5-mile north of the project area. According to the Airport Influence Area Map within the *Los Angeles County Airport Land Use Plan*, project site is located outside of the Long Beach Municipal Airport Planning Boundary/Influence Area. Thus, no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation measures are required.

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?

No Impact. The project site is not located within the vicinity of a private airstrip or related facilities. Therefore, no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation measures are required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's *Natural Hazards Mitigation Plan* (October 2004) includes resources and information to assist residents and others interested in participating in planning for natural hazards. The plan provides a list of activities that may assist the City in reducing risk and preventing loss from future natural hazard events. The plan addresses multi-hazard issues, earthquakes, flooding, earth movement, windstorms, and tsunamis.

The proposed project is not anticipated to result in any roadway closures during the construction process. Further, operations of the proposed project as a Police Substation would not impair implementation of or physical interfere with an adopted emergency response plan or emergency evacuation plan. Officers assigned to the Substation would respond to and assist with emergency response and evacuation plans, as warranted. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The proposed project would not expose people or structures to fire hazards, as the project site is not in a high fire hazard area nor adjacent to any wildlands. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. 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)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. 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?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. 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?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. 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?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Impacts related to water quality range over three different periods:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- Following completion of the Project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

As part of Clean Water Act § 402, the U.S. Environmental Protection Agency (EPA) promulgated regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges for construction activities disturbing one acre

or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Los Angeles RWQCB (LARWQCB).

Short-Term Construction

NPDES. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ.[1] The project proposes the reuse of the existing site and associated structures for the East Division Police Substation and Juvenile Investigations Section. Minor grading (approximately 12,000 square feet) would occur within the project site in order to accommodate ADA access. The project would disturb less than one acre of soil, thus, is not subject to compliance with the General Construction Permit requirements.

Municipal Code. The purpose of Municipal Code Chapter 18.61, *NPDES and SUSMP Regulations*, is to provide regulations and give legal effect to certain requirements of the NPDES permit issued to the City of Long Beach, and the subsequent requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP), mandated by the LARWQCB. The intent of these regulations is to effectively prohibit nonstorm water discharges into the storm drain systems or watercourses and to require controls to reduce the discharge of pollutants into the storm water to the maximum extent practicable.

According to Municipal Code Section 18.61.050, *Development Construction*, prior to issuance of any building or grading permit for any project, the construction plans shall include features meeting the construction activities BMPs (CA-10 through CA-12, CA-20, CA-21 and CA-23, and CA-30 through CA-32) and the applicable provisions of the erosion and sediment control BMPs (ESC-1 through ESC-56) published in the "California Storm Water Best Management Practice Handbooks (Construction Activity) (1993)," and BMP (CD-4(2)) of the "Caltrans Storm Water Quality Handbooks, Construction Contractor's Guide and Specifications (1997)," to ensure that every construction site meets the requirement of these regulations during the time of construction. The project's construction activities must comply with Municipal Code Chapter 18.74 requirements, which would reduce the project's construction-related impacts to water quality to less than significant.

Long-Term Operations

NPDES. The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer (drain) systems (MS4s). These permits are issued to a group of co-permittees encompassing an entire metropolitan area or to a single permittee (such as the City of Long Beach). The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Clean

[1] State of California Water Quality Control Board Website, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed July 17, 2013.

Water Act Section 402(p). The management programs specify what BMPs must be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The City of Long Beach (or Permittee) discharges or contributes to discharges of storm water and urban runoff from municipal separate storm sewer systems (MS4s), also called storm drain systems, into receiving waters of the Los Angeles Basin. On March 22, 1999, the Permittee submitted a Report of Waste Discharge (ROWD) as an application for issuance of waste discharge requirements and a NPDES Permit. Municipal storm water discharges from the Permittee's storm drain systems are regulated under waste discharge requirements contained in Order No. 99-060[2] (NPDES Permit No. CAS004003 (CI 8052), *Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges Within City of Long Beach)*, which was adopted June 30, 1999. The MS4 Permit Order provides the waste discharge requirements for MS4 discharges within the City's watershed.

The ROWD includes the Long Beach Storm Water Management Program (LBSWMP) (among other components). The LBSWMP consists of several distinct elements, including the Program Management element and Development Planning/Construction Program element, among others. The MS4 Permit Order requires that the LBSWMP be implemented to reduce the discharges of pollutants in storm water to the MEP. The MS4 Permit Order also specifies that the Permittee (City) must require that Standard Urban Storm Water Mitigation Plans (SUSMP) be prepared for various types of projects. The proposed project is not required to prepare a SUSMP.

Municipal Code Requirements. Municipal Code Chapter 18.74, *Low Impact Development Standards*, addresses water quality by requiring the use of low impact development (LID) standards in the planning and construction of development projects. The proposed project would be exempt from Chapter 18.74 since it would not add or replace 500 square feet or more of impervious area and would not expand the building footprint.

A reduction of permeable surfaces would be considered a water quality impact, as permeable surfaces allow for rain and runoff to infiltrate into the ground. Infiltration both reduces the amount of flow that is capable of washing off additional pollutants and filter water removing potential pollutants. These changes have the potential to affect long-term water quality. Existing landscaped areas would remain relatively unchanged. The project proposes a new landscaped area along the project site's eastern boundary, which would increase the amount of permeable surfaces within the project site; therefore, potentially improving water quality.

Overall, the project would be required to meet the requirements of the MS4 Permit Order issued by the LARWQCB for the City of Long Beach and BSWMP, as applicable. Compliance with this established regulatory framework would reduce the project's long-term impacts to water quality to less than significant levels.

Mitigation Measures: No mitigation measures are required.

[2] City of Long Beach Website, http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=27766, Accessed July 17, 2013.

b) 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)?

Less Than Significant Impact. As concluded in Response 4.17.b, project implementation would generate an increase in water demand when compared to existing conditions. However, project implementation would not substantially deplete groundwater supplies. Additionally, the project would not interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, since it is not located within a groundwater recharge area. Further, project implementation would result in a slight increase in pervious surfaces. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Currently, stormwater from the project site flows via sheet flow across the project site onto the street at several locations. Stormwater catch basins are located within the adjacent public right-of-ways. Use of the existing project site for the East Division Police Substation would not increase the amount of impervious area on-site, nor would it significantly alter the existing drainage pattern. A minor amount of grading would occur for ADA access, slightly modifying drainage near the main entrance and Maintenance building. However, drainage would continue to flow across the site into the adjacent roadways. Additionally, the amount of impervious area would be slightly reduced with the proposed project associated with the new landscaped area along the project site's eastern boundary. The increase in pervious areas would decrease the amount and rate of runoff when compared to existing conditions. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

d) 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?

Less Than Significant Impact. Refer to Response 4.9(c).

Mitigation Measures: No mitigation measures are required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Refer to Responses 4.9(a) and 4.9(c).

Mitigation Measures: No mitigation measures are required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Refer to Response 4.9(a).

Mitigation Measures: No mitigation measures are required.

g) 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?

No Impact. Project implementation would not include any housing. According to the Federal Emergency Management Association (FEMA) Flood Insurance Rate Map, the project site is located within "Zone X", which is an area determined to be outside of the 0.2% annual chance flood.[3] Since no housing would be included in the project and the project area is outside of the 100-year flood hazard area, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Refer to Response 4.9(g).

Mitigation Measures: No mitigation measures are required.

i) 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?

No Impact. As stated above in Response 4.9(g), according to the Flood Insurance Rate Map for the project area, project site is located within "Zone X", which is an area determined to be outside of the 0.2% annual chance flood. According to the General Plan Seismic Hazards Element, Plate 10, *Flood Influence Areas*, the project site is not located within an inundation area associated with the breach of a dam. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. According to the General Plan Seismic Hazards Element, Plate 11, *Tsunami and Seiche Influence Areas*, the project site is not located within an area susceptible to a seiche or tsunami run-up. In addition, given the flat topography in the site vicinity, the project area is not located down-slope from an area of potential mudflow. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[3] Federal Emergency Management Agency Map Service Center, FEMA issued Flood Maps, Map Number 06037C1970F, Effective Date September 26, 2008, https://msc.fema.gov/webapp/wcs/stores/servlet/MapSearchResult?storeId=10001&catalogId=10001&langId=1&panelIDs=06037C1970F$&Type=pbp&nonprinted=&unmapped=, accessed July 16, 2013.

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4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. 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?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) Physically divide an established community?

No Impact. The project area is completely developed and urbanized. The project site was previously utilized as an active training facility by the U.S. Army Reserve Center. Relocation of the East Division Police Substation and Juvenile Investigations Section operations to the project site would not result in the development of any new structures or improvements capable of dividing a community.

Mitigation Measures: No mitigation measures are required.

b) 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?

Less Than Significant Impact.

General Plan

The Long Beach General Plan designates the project site as Land Use District (LUD) 7 (Mixed Use District). According to the General Plan Land Use Element, LUD 7 is intended for a careful blending of different types of land uses that can serve to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site, and give it more importance in the urban structure of the City. Combination of land uses intended in LUD 7 include employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Not intended for inclusion are uses such as industrial and manufacturing uses, warehousing activities, and outside storage. The project involves reuse of the former U.S. Army Reserve Center training facility for the East Division Police Substation and Juvenile Investigations Section operations, which are currently located within other areas of the City. The proposed Substation use would continue to provide vital public safety to the eastern half of the City. The Substation facility allows officers to work locally in their service area, rather than driving from a facility in downtown Long Beach, to their service area in the East Division, and then back to the downtown area upon shift completion. Thus, the proposed use would not

conflict with the LUD 7 designation and impacts would be considered less than significant in this regard.

Zoning Ordinance

The project site is currently zoned Two-Family Residential, standard lot (R-2-N). The R-2-N District is a two-family residential district with standard lots. This District recognizes the need for two-family, moderate density housing with outdoor living space.

The project proposes a zone change of the project site from R-2-N to Institutional (I). The Institutional District is established to create, preserve, and enhance areas for public and institutional land uses and to provide restrictions to minimize the effect of such uses on surrounding uses. In order for the parcel to be rezoned, the following findings by the Planning Commission and City Council are required:

- The proposed change will not adversely affect the character, livability or appropriate development of the surrounding area; and
- The proposed change is consistent with the goals, objectives, and provisions of the General Plan.

Police stations are identified as permitted uses within the Institutional District, and the project would result in beneficial impacts in regards to public safety within the eastern portion of the City. With approval of the rezone, the proposed project would be consistent with the City's Zoning Ordinance.

Mitigation Measures: No mitigation measures are required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not located within the jurisdiction of a habitat conservation plan or natural community conservation plan; refer also to Response 4.4(f). Therefore, project implementation would not conflict with any applicable habitat conservation plan or natural community conservation plan.

Mitigation Measures: No mitigation measures are required.

4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?				✓
b. 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?				✓

a) 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?

No Impact. No known mineral resources occur in the project area. According to the City's *General Plan,* although oil extraction operations occur in the City, no such facilities exist near the project area. Therefore, project implementation would not result in the loss of availability of a known mineral resource of value. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) 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?

No Impact. Refer to Response 4.11(a).

Mitigation Measures: No mitigation measures are required.

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4.12 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
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?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times

when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY SETTING

City of Long Beach

Long Beach Municipal Code (Municipal Code) Chapter 8.80, *Noise,* sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in the City. Municipal Code Chapter 8.80, states the following:

A. *The noise standards for the various land use districts identified by the noise control office as presented in Table A in Section 8.80.160* (Table 4.12-1, *Exterior Noise Limits*) *shall, unless otherwise specifically indicated, apply to all such property within a designated district.*

B. *No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the city or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:*

   1. *The noise standard for that land use district as specified in Table A in Section 8.80.160* (Table 4.12-1) *for a cumulative period of more than thirty minutes in any hour; or*
   2. *The noise standard plus five decibels for a cumulative period of more than fifteen minutes in any hour; or*
   3. *The noise standard plus ten decibels for a cumulative period of more than five minutes in any hour; or*
   4. *The noise standard plus fifteen decibels for a cumulative period of more than one minute in any hour; or*
   5. *The noise standard plus twenty decibels or the maximum measured ambient, for any period of time.*

C. *If the measured ambient level exceeds that permissible within any of the first four noise limit categories in subsection B of this section, the allowable noise exposure standard shall be increased in five decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in subsection B of this section, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.*

Table 4.12-1
Exterior Noise Standards

Receiving Land Use District[1]	Noise Level[2,3]	Time Period
District 1	50 dBA	7:00 a.m. – 10:00 p.m.
	45 dBA	10:00 p.m. – 7:00 a.m.
District 2	60 dBA	7:00 a.m. – 10:00 p.m.
	55 dBA	10:00 p.m. – 7:00 a.m.
District 3[4]	65 dBA	Any time
District 4[4]	70 dBA	Any time
District 5	Regulated by other agencies/laws	

Notes:
1. District 1: Predominantly residential with other land use types present.
   District 2: Predominantly commercial with other land use types present.
   Districts 3 and 4: Predominantly industrial with other land use types present.
   District 5: Airport, freeways, and waterways regulated by other agencies.
2. Background noise correction:

Difference between total noise and background noise alone (dBA)	*Amount to be subtracted from*
6 to 8	1
9 to 10	0.5

3. In the event that alleged offensive noise contains a steady audible tone such as a whine, screech, or hum is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the standard limits set forth in this table shall be reduced by 5 dBA.
4. Districts 3 and 4 limits are intended primarily for use at their boundaries rather than for noise control within those districts.

Source: City of Long Beach, *City of Long Beach Municipal Code*, Section 8.80.160.

Additionally, the Municipal Code, Chapter 8.80.170, states the following regarding interior noise standards:

A. The interior noise standards for various land use districts as presented in Table C (Table 4.12-2, Interior Noise Limits) shall apply, unless otherwise specifically indicated, within structures located in designated zones with windows in their normal seasonal configuration.

B. No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the city or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:

1. *The noise standard for that land use district as specified in table C (Table 4.12-2) for a cumulative period of more than five (5) minutes in any hour; or*
2. *The noise standard plus five decibels (5 dB) for a cumulative period of more than one minute in any hour; or*
3. *The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.*

C. *If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level.*

Table 4.12-2
Interior Noise Limits

Land Use District	Noise Level	Time Period
All – residential	45 db(A)	7:00 a.m. – 10:00 p.m.
	35 db(A)	10:00 p.m. – 7:00 a.m.
All – school	45 db(A)	7:00 a.m. – 10:00 p.m.
Hospital, designated quiet zones, and noise sensitive areas	40 db(A)	Any time
Source: City of Long Beach, *City of Long Beach Municipal Code*, Section 8.80.170.		

Municipal Code Section 8.80.202 provides the following guidelines for construction noise:

A. *Weekdays and federal holidays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of 7 P.M. and 7 A.M. the following day on weekdays, except for emergency work authorized by the building official. For purposes of this section, a federal holiday shall be considered a weekday.*

B. *Saturdays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of 7 P.M. on Friday and 9 A.M. on Saturday and after 6 P.M, on Saturday, except for emergency work authorized by the building official.*

C. *Sundays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity at any time on Sunday, except for emergency work authorized by the building official or except for work authorized by permit issued by the noise control office.*

Noise Measurements

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted four noise measurements on July 19, 2013; refer to Table 4.12-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure in the areas surrounding the existing East Division Substation site (4800 E. Los Coyotes Diagonal), the Juvenile Investigations Section site (1957 Pacific Avenue), and the Schroeder Hall Property.

Fifteen-minute measurements were taken, between 10:30 a.m. and 12:30 p.m. Short-term (Leq) measurements are considered representative of the noise levels throughout the day.

Table 4.12-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Adjacent to the Juvenile Investigations site.	68.0	51.0	89.5	106.0	10:43 a.m.
2	Adjacent to the existing East Division Substation site	62.6	48.6	75.6	95.2	11:27 a.m.
3	Adjacent to the Schroeder Hall site at the dead end of East Vernon Street	55.6	46.9	70.0	88.2	12:01 p.m.
4	North of Willow Street in the Marriott Residence Inn parking lot.	69.6	48.2	92.2	111.1	12:27 p.m.
Source: RBF Consulting, July 19, 2013.						

Meteorological conditions were clear skies, cool temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements were 55.6 and 69.6 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix D, *Noise Data*.

a) 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?

Less Than Significant Impact with Mitigation Incorporated.

Short-Term Noise Impacts

Construction related activities associated with the proposed project would consist of relatively minor interior and exterior improvements. The proposed building improvements would not result in any structural alterations or expansion of the existing buildings as the corridors and stairwells would remain and the original wall finish would be preserved. Major interior elements such as the exposed brick walls and original architectural elements would also be preserved. The only activities that would likely necessitate the use of heavy equipment would be for minor grading activities and the repair, slurry coating, and restriping of the parking areas. However, the noise emanating from the equipment required for these activities would not exceed the ambient noise levels associated with vehicular traffic along Willow Street.

Additional construction activities would be associated with the construction of an elevator and catwalk along the existing administration building's eastern elevation. The elevator shaft cladding would be a panelized material. New equipment for police communications would be

installed on the roof of the elevator structure and would be screened. Noise associated with this activity would be relatively minor, as no large scale pieces of heavy machinery are required.

Pursuant to the *City of Long Beach Municipal Code*, noise associated with construction activities is exempt from the code limits between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are prohibited on Sundays and Federal holidays. Implementation of Mitigation Measure N-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, a less than significant noise impact would result from construction activities.

Long-Term Noise Impacts

Mobile Source Noise. The project involves relocating the existing East Division Police Substation (4800 E. Los Coyotes Diagonal) and Juvenile Investigations Section (1957 Pacific Avenue) to the project site from their current locations, approximately 0.8 and 4.0 miles from the project site, respectively. The Substation would employ approximately 125 persons and the Juvenile Investigations Section would employ approximately 27 persons. Trips to/from the project site would primarily be associated with employees (sworn officers and civilians) coming to and leaving work, patrol vehicles leaving and returning during shifts, and visitors to the Substation. Due to the 24-hour operations of the Substation and associated shifts, these trips would be distributed throughout a 24-hour period. As the existing Substation is located less than one mile from the proposed project site, trips associated with Substation employees and patrol vehicles are already occurring within the area. Therefore, the proposed project would not substantially increase traffic noise levels along the adjacent roadways (i.e., Grand Avenue and Willow Street). The primary entry to the site would be along Willow Street and Grand Avenue. No cut through traffic along East Vernon Street would occur as the entry point to the site along this street would only be utilized for emergency fire access. Impacts would be less than significant in this regard.

Stationary Source Noise. It is not anticipated that noise generated by activities associated with the proposed Substation would exceed the noise limits allowed in the City's Noise Ordinance. Activities at the proposed Substation would generally be contained within the building, and emergency calls would generally be routed to vehicles that are already on patrol. Police response calls requiring the use of sirens would be initiated primarily off-site, depending on the location of the patrol vehicle at the response time. However, should any emergency call be responded to from the Substation, the police vehicles would exit the site along Grand Avenue which is approximately 600 feet west of the nearest sensitive receptors. Additionally, the project would not include any loudspeakers or public address systems in the parking lot. Communications with the officers would occur primarily through their radio systems. As stated above, on-duty officers and patrol cars would use the parking lot on the western portion of the site, which is approximately 600 feet away from the closest sensitive receptors.

Additional parking would be available for employees and visitors towards the eastern portion of the site. These parking spaces would be located within existing on-site paved parking areas. Noise levels associated with the proposed parking area would be similar to the existing parking uses. Additionally, the project proposes a concrete block wall and a vegetated area along the west boundary of the project site, which would further attenuate parking lot noise. Therefore, implementation of the proposed project is anticipated to result in less than significant noise impacts in this regard.

Mitigation Measures:

N-1 Prior to grading permit issuance, the following shall be noted in grading plans and construction bid documents:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers; and
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 4.12-4, *Typical Vibration Levels for Construction Equipment*.

Table 4.12-4
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 75 feet (inches/second)
Loaded trucks	0.076	0.015
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.007
Vibratory hammer	0.035	0.007

Notes:
1. Peak particle ground velocity measured at 25 feet unless noted otherwise.
2. Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Ground-borne vibration decreases rapidly with distance. As indicated in Table 4.12-4, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.076 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. At 75 feet from the source of activity, vibration velocities range from 0.001 to 0.015 inch-per-second PPV. The PPV from bulldozer and heavy truck operations is shown to be 0.089 inch-per-second PPV and 0.076 inch-per-second PPV, respectively, at a distance of 25 feet. Sensitive receptors in the project area range from approximately 15 feet east of the Schroeder Hall property line. However, the only construction activities that would occur along this portion of the site would be the installation of a new landscaped area and the repair/slurry sealing of the parking lot. These types of activities do not require the use of heavy equipment. Therefore, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Refer to the "Long-Term Noise Impacts" discussion under Impact Statement 4.12(a).

Mitigation Measures: No mitigation measures are required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. Refer to the "Short-Term Noise Impacts" discussion under Impact Statement 4.12(a).

Mitigation Measures: Refer to Mitigation Measure N-1.

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?

No Impact. The Long Beach Municipal Airport is located approximately 0.5 miles north of the project site. However, the proposed Substation is located outside of the 65 CNEL contour zone.[1] Therefore, the proposed project would not expose people to excessive noise levels and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.12(e).

Mitigation Measures: No mitigation measures are required.

[1] Los Angeles County Airport Land Use Commission, *Long Beach Municipal Airport Influence Area Map*, May 13, 2003.

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4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

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

No Impact. A project could induce population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The East Division Police Substation and Juvenile Investigations Section are currently operational and employ officers and civilians. The project involves the relocation of these operations to the project site from other sites within the City. The proposed project would not directly create growth through the provision of housing or new businesses. Existing roads and infrastructure currently serve the project site. Extension of roads or other infrastructure to the area would not occur. Therefore, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site does not contain housing and the proposed project would not displace existing housing within the area. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to Response 4.13(a) and 4.13(b).

Mitigation Measures: No mitigation measures are required.

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4.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?				✓
3) Schools?				✓
4) Parks?				✓
5) Other public facilities?				✓

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

1) Fire protection?

Less Than Significant Impact. The Long Beach Fire Department (LBFD) provides fire protection and emergency response to the City. Twenty-five fire stations serve the City. LBFD headquarters is located at 3205 Lakewood Boulevard, approximately one mile northeast of the project site. The nearest fire station to the project area is Fire Station #17, located at 2241 Argonne Avenue, approximately three-quarter mile to the southeast. Relocation of the East Division Police Substation and Juvenile Investigations Section would not result in adverse impacts to fire services. LBFD would require standard conditions of approval in order to ensure that access to fire trucks is not impeded in the project vicinity during construction activities.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

No Impact. The proposed project itself is a police facility, and its environmental impacts are analyzed herein. Specifically, the project involves the relocation of the existing East Division Police Substation and Juvenile Investigations Section to the project site. Due to inadequate space and facilities at their existing location, the proposed relocation would represent an improvement in Long Beach Police Department's ability to provide police protection to the East Division. Thus, the proposed project would result in a beneficial impact in regards to police services, and no other impacts beyond those identified within this document are anticipated to occur.

Mitigation Measures: No mitigation measures are required.

3) Schools?

No Impact. The project does not include any residential land uses and would not generate an increase in population or student generation. Impacts to school services and facilities would not occur.

Mitigation Measures: No mitigation measures are required.

4) Parks?

No Impact. The project does not include any residential land uses and would not directly increase the demand for park facilities. The project proposes to incorporate recreational amenities on-site to serve the police officers/employees. Project implementation would not result in a substantial increase in demand on parks or other recreational facilities, and would not result in physical deterioration of these facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

No Impact. As indicated in Responses 4.14(a)(1) through 4.14(a)(4), above, the proposed project would not result in significant impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
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?			✓	

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?

No Impact. As stated in Response 4.14(a)(4), the proposed project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result physical deterioration of these facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Recreational amenities are proposed on-site in order to serve the police officers/employees. A volleyball court and open space area is currently located adjacent to the existing maintenance building within the project site. The project would retain the volleyball court and proposes providing multipurpose turf for recreational purposes for on-site employees. Additionally, the project would provide gymnasium space and amenities for the officers/employees within the existing assembly hall building. As discussed herein, the proposed project would not involve an adverse physical effect on the environment associated with the provision of the proposed recreational amenities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. 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?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

***Less Than Significant Impact*.** The General Plan Transportation Element establishes Level of Service (LOS) D as being the acceptable LOS standard. According to the City of Long Beach, intersections and roadways within the project area are currently operating at an acceptable LOS. The project involves relocating the existing East Division Police Substation and Juvenile Investigation Section to the project site from their current locations, approximately 0.8 and 4.0 miles from the project site, respectively. The East Division Police Substation would employ approximately 125 persons (123 sworn officers and 2 civilians) and the Juvenile Investigations Section would employ approximately 27 persons (23 sworn officers and 4 civilians). The Substation, including the Juvenile Investigation Section, would continue to operate 24-hours per day, seven days a week. Trips to/from the project site would primarily be associated with employees (sworn officers and civilians) coming to and leaving work, patrol vehicles leaving and returning during shifts, and visitors to the Substation. Due to the 24-hour operations of the Substation and associated shifts, these trips would be distributed throughout a 24-hour period and are not anticipated to significantly impact the operations of existing intersections and roadways within the project area during the AM and PM peak hours. Further, the existing

Substation is located less than one mile from the proposed project site. Thus, trips associated with Substation employees and patrol vehicles are already occurring within the area. Impacts would be less than significant in this regard.

Transit services within the City are provided by Long Beach Transit (fixed-route bus service), Los Angeles County Metropolitan Transportation Authority (bus transit and the Metro Blue Line), Orange County Transportation Authority, Torrance Transit, and the Commuter Express operated by the City of Los Angeles Department of Transportation. Willow Street, within the vicinity of the project site, serves as a bus route. The project does not involve any modifications to the roadway system within the project vicinity. Additionally, all construction staging would occur within the boundaries of the project site and would not significantly interfere with circulation along Willow Street or any other nearby roadways. Due to the nature and operations of the proposed project it is not anticipated that a significant number of people would utilize transit to access the site. Thus, the proposed project would not impact the effectiveness or performance of existing transit systems.

There are no bikeways located adjacent to the project site or within the immediate vicinity. As stated, the project does not involve any modifications to the roadway system within the project vicinity. Additionally, all construction staging would occur within the boundaries of the project site and would not significantly interfere with circulation along Willow Street or Grand Avenue. The proposed project would not significantly impact the effectiveness or performance of existing bicycle facilities. A less than significant impact would occur in this regard.

Sidewalks are located adjacent to the project site. Construction staging would occur within the boundaries of the project site and are not anticipated to limit pedestrian use of the sidewalk adjacent to the project site. Additionally, project operations are not anticipated to significantly impact the effectiveness or use of sidewalks within the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Congestion Management Program (CMP) for Los Angeles County is intended to reduce traffic congestion and provide a mechanism for coordinating land use and development decisions throughout Los Angeles County. The CMP requires the analysis of the traffic impacts of individual projects with potential regional significance. In conformance with CMP Traffic Impact Analysis Guidelines, a traffic impact analysis is conducted at:

- CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where a project would add 50 or more vehicle trips during either morning or afternoon weekday peak hours.

- CMP mainline freeway-monitoring locations, where a project would add 150 or more trips, in either direction, during either the morning or afternoon weekday peak hours.

There are no CMP arterial monitoring intersections located within proximity to the project site that would receive project-generated trips. Thus, no additional analysis is required. The 405 Freeway is identified as a CMP Highway. However, the proposed project would not add 150 or more trips during the morning or afternoon weekday peak hours to the 405 Freeway. As stated, the proposed project would involve relocating the existing East Division Police Substation and Juvenile Investigations Section to the project site from their current locations within the City. Due to the proximity of the existing Substation and Juvenile Investigations Section to the project site (approximately 0.8 and 4.0 miles away, respectively), it is anticipated that employees assigned to the project site that currently commute to work via the 405 Freeway would continue to do so. Trips associated with employees arriving and leaving the project site would not be concentrated during the AM and PM peak hours, as the Substation would continue to operate 24-hours per day, seven days a week with employees accessing the site at different times depending upon their assigned shifts. Further, patrol vehicles dispatched from the project site would continue to patrol the eastern portion of the City via local roadways. Impacts would be considered less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c) 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?

No Impact. The Long Beach Municipal Airport is located approximately 0.5 miles north of the project area. Construction and operation of the project would not increase the frequency of air traffic or alter air traffic patterns. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed project would introduce additional vehicular activity to the project area. However, the project would not result in any alteration to existing lane configurations or alignments along roadways. Access to the project site would occur from existing driveways along Willow Street and Grand Avenue. Further, the existing Substation is located less than one mile from the proposed project site. Thus, trips associated with Substation employees and patrol vehicles are already occurring within the area. Emergency access would continue to be provided on Willow Street and East Vernon Street. Existing fencing would be modified to accommodate a new queuing area for the Grand Avenue entrance and at the emergency gate on Willow Street. The project would not result in any incompatible uses. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project is not anticipated to result in any roadway closures during the construction process. Further, operations of the proposed project as a Police Substation would not result in inadequate emergency access. Access to the project

site would continue to be available from Willow Street and Grand Avenue. Additional emergency access would also be available from Willow Street and East Vernon Street. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are necessary.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. Transit services within the City are provided by Long Beach Transit (fixed-route bus service), Los Angeles County Metropolitan Transportation Authority (bus transit and the Metro Blue Line), Orange County Transportation Authority, Torrance Transit, and the Commuter Express operated by the City of Los Angeles Department of Transportation. Willow Street, within the vicinity of the project site, serves as a bus route. There are no bikeways located adjacent to the project site or within the immediate vicinity. Sidewalks are located adjacent to the project site. The project does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Construction activities would be short-term and would not affect transit routes or pedestrian facilities within the project area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. 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?			✓	
c. 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?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. 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?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Sewer services for the project site are provided by Long Beach Water Department (LBWD). LBWD conveys wastewater to the Joint Water Pollution Control Plant (JWPCP) or Long Beach Water Reclamation Plant of the Los Angeles County Sanitation Districts (Districts) for treatment. The project site was utilized as an active training facility for the U.S. Army Reserves since approximately 1960 and wastewater previously generated from the site has been conveyed through local lines operated and maintained by LBWD and treated by the Districts. The project proposes reuse of the existing buildings for the East Division Police Substation and Juveniles Investigation Section, which are currently located at other sites within the City. The proposed uses are not anticipated to result in a significant increase in wastewater generation at the project site. General Plan land use designations and growth projections are used by LBWD and the Districts in order to plan for and provide adequate facilities to serve existing and future growth within their service areas. The proposed project would be consistent with the General Plan land use designation for the site. Further, reuse of the site would involve relocating existing Long Beach Police Department operations from other sites within the City and would not involve new employment growth that has not already been accounted for in regional growth projections.

The Districts are responsible for meeting all State and Federal wastewater treatment requirements. The Districts would charge a standard fee that would assist the Districts in ensuring that sufficient capacity is available and that the wastewater treatment requirements of

the Los Angeles Regional Water Quality Control Board (RWQCB) are met. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) 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?

Less Than Significant Impact. The project site receives water through the LBWD. Water demand is met through a combination of local groundwater and purchased water from the Metropolitan Water District (MWD). The 2010 Urban Water Management Plan (UWMP) identifies how the City will meet water demand through 2035. The UWMP compares past, current, and projected water use in coordination with the LBWD and the Southern California Association of Governments (SCAG). The project site was utilized as an active training facility for the U.S. Army Reserves since approximately 1960 and has been receiving water from LBWD. The project proposes reuse of the existing buildings for the East Division Police Substation and Juveniles Investigation Section, which are currently located at other sites within the City. The proposed uses are not anticipated to result in a significant increase in water demand at the project site. The project site has historically been served by the LBWD and therefore has been previously considered in determining current and projected water demand within the UWMP. Further, reuse of the site would involve relocating existing Long Beach Police Department operations from other sites within the City and would not involve new employment growth that has not already been accounted for in the UWMP. Thus, the proposed project would have adequate water supplies to serve the proposed project and would not require construction of new water treatment facilities or expansion of existing facilities. Impacts would be less than significant.

As stated in Response 4.17(a), existing wastewater facilities would adequately serve the proposed project. New wastewater treatment facilities or the expansion of existing facilities would not be required. As part of any project, the Districts would charge a standard sewer connection fee that would assist the Districts in ensuring that sufficient capacity is available and that the wastewater treatment requirements are met. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) 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?

Less Than Significant Impact. The project site is completely disturbed with a majority of the site consisting of impervious surfaces. Historically, the site has been developed with an active training facility for the U.S. Army Reserve. Relocation of the East Division Police Substation and Juvenile Investigations Section to the project site would not increase the amount of impervious area on-site, nor would it require alteration of the existing storm water drainage system. Additional landscaping is proposed, which would result in less impervious area when compared to existing conditions. Existing storm drains within the adjacent roadways would continue to convey stormwater from the project site. Thus, as the project is anticipated to result

in reduced stormwater runoff when compared to existing conditions, impacts to drainage facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. Refer to Responses 4.17(b).

Mitigation Measures: No mitigation measures are required.

e) 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?

Less Than Significant Impact. Refer to Responses 4.17(a) and 4.17(b).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City's Automated Refuse Collection Division provides solid waste services to the project site. Solid waste is transported to the Southeast Resource Recovery Facility (SERRF) for incineration. The leftover ash is transported to landfills for use as road base material. As stated, the project site was utilized as an active training facility for the U.S. Army Reserves since approximately 1960 and has previously generated solid waste requiring collection and disposal. The project proposes reuse of the existing buildings for the East Division Police Substation and Juveniles Investigation Section, which are currently located at other sites within the City. These uses are currently generating solid waste that is being disposed of at local landfills. Landfill capacity would continue to be available, as relocation of these uses to the project site would not result in a significant increase in solid waste generation. Impacts would be less than significant in this regard.

Construction and demolition activities associated with the proposed project would be required to comply with Long Beach Municipal Code Chapter 18.67, *Construction and Demolition Recycling Program*, which requires covered projects to divert at least 60 percent of all project-related construction and demolition material. Additionally, preparation of a Waste Management Plan (WMP) is required. Compliance with the City's Municipal Code would reduce potential solid waste impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed project would be in full compliance with Federal, State, and local regulations in regards to solid waste. As stated in Response 4.17(f), solid waste generated from the proposed project would be required to comply with existing City recycling programs. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
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)?			✓	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

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?

Less Than Significant Impact with Mitigation Incorporated. Based on the analysis contained in this Initial Study, the project would not have a significant impact on biological resources, or historic, archaeological or paleontological resources with implementation of the recommended mitigation measure; refer to Responses 4.4 and 4.5, respectively. Therefore, the proposed project would not potentially 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.

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)?

Less Than Significant Impact. Based on the analysis contained in this Initial Study, the project would not have cumulatively considerable impacts with implementation of project mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.19 REFERENCES

The following references were utilized during preparation of this Initial Study. These documents are available for review at the City of Long Beach, 333 West Ocean Boulevard, Long Beach, California 90802 or accessed at the indicated web page.

1. California Air Resources Board, *Climate Change Proposed Scoping Plan*, October 2008, http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

2. California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, http://minerals.usgs.gov/minerals/pubs/state/980601mp.pdf, accessed July 2013.

3. California Department of Transportation, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on May 7, 2013.

4. California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2006*, 2006, http://www.energy.ca.gov/2006publications/CEC 600 2006 013/CEC 600 2006 013 SF.PDF.

5. California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21178, http://ceres.ca.gov/ceqa/.

6. California Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

7. City of Long Beach, *Air Quality Element*, dated December 1996.

8. City of Long Beach, *Bicycle Master Plan*, dated December 2001.

9. City of Long Beach, *Conservation Element*, dated April 1973.

10. City of Long Beach, *Historic Preservation Element*, dated June 2010.

11. City of Long Beach, *Housing Element*, dated May 2009.

12. City of Long Beach, *Land Use Element*, dated July 1989.

13. City of Long Beach, *Local Coastal Program*, dated February 1980.

14. City of Long Beach, *Natural Hazards Mitigation Plan,* dated October 19, 2004.

15. City of Long Beach, *Noise Element*, dated March 1975.

16. City of Long Beach, *Municipal Code*, enacted April 23, 2013.

17. City of Long Beach, *Open Space Element*, dated October 2002.

18. City of Long Beach, *Public Safety Element*, dated May 1975.

19. City of Long Beach, *Redevelopment Plan for the Reuse of the Schroeder Hall Army Reserve Center*, December 2007.

20. City of Long Beach, *Seismic Safety Element*, dated October 1988.

21. City of Long Beach, *Transportation Element*, dated December 1991.

22. Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1970F, effective September 26, 2008.

23. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006, http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf.

24. Galvin Preservation Associates, *Historic Resource Report*, July 2013.

25. Google Earth Maps, http://maps.google.com, accessed May – July 2013.

26. Los Angeles County Airport Land Use Commission, *Long Beach Municipal Airport Influence Area Map*, May 13, 2003.

27. MHP Structural Engineers, *Structural Seismic Risk Assessment/Feasibility Study*, July 2, 2013.

28. Official Website of the City of Long Beach, http://www.longbeach.gov/, accessed May – July 2013.

29. Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, April 2012.

30. South California Air Quality Management District, *Air Quality Management Plan*, 2012, http://www.aqmd.gov/aqmp/2012aqmp/index.htm.

31. South Coast Air Quality Management District, *CEQA Air Quality Handbook,* November 1993, http://www.aqmd.gov/ceqa/hdbk.html.

32. South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology, Appendix C,* revised July 2008, http://www.aqmd.gov/CEQA/handbook/LST/LST.html.

33. U.S. Army Corps of Engineers, *Final Environmental Condition of Property Report*, February 2007.

4.20 REPORT PREPARATION PERSONNEL

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5.0 INVENTORY OF MITIGATION MEASURES

AESTHETICS

AES-1 Construction staging areas shall be screened and/or sited as far as practicable from adjoining residential uses to the east of the project site in order to minimize public views to the maximum extent feasible.

AIR QUALITY

AQ-1 During the minor grading operations, excessive fugitive dust emissions must be controlled by regular water or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403.

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure will be subject to periodic site inspections by the City.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

AQ-2 Ozone precursor emissions from construction equipment vehicles must be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure must be subject to periodic inspections of construction equipment vehicles by the City and included in construction bid documents.

AQ-3 All trucks that are to haul material must comply with California Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended,

regarding the prevention of such material spilling onto public streets and roads. This provision must be provided in construction bid documents.

AQ-4 Backup generators shall be used only for emergency operations. All backup generators shall be selected in consultation with the SCAQMD from their list of certified internal combustion engines.

CULTURAL RESOURCES

CUL-1 Prior to final Site Plan approval, a qualified Historic Preservation Professional shall review the project plans to ensure the final plans and finish selections would continue to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

GEOLOGY AND SOILS

GEO-1 Prior to issuance of a building permit, the building and engineering plans shall incorporate all engineering recommendations contained within the *Structural Seismic Risk Assessment/Feasibility Study* (July 2, 2013), as approved by the City's Engineer, and any additional recommendations identified by the City's Engineer. These recommendations shall be stipulated in the building and engineering plans and specifications.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Prior to the issuance of a building permit, a Certified Environmental Professional shall confirm the presence or absence of ACMs and LBPs prior to structural demolition/renovation activities. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

HAZ-2 Prior to the issuance of a building permit, a Certified Lead Specialist shall confirm the presence or absence of lead dust on building materials (including, but not limited to, flooring, wall, and ducting materials) prior to structural demolition/renovation activities. Should lead dust be present above regulatory levels and/or pose a potential threat to worker safety during structural demolition/renovation activities, appropriate abatement activities shall be conducted by the Certified Lead Specialist. Any demolition materials containing lead shall be removed and disposed of at an appropriate permitted disposal facility.

HAZ-3 Any structural demolition/renovation activities that involve the disturbance of fluorescent lighting ballasts or equipment that are not marked "No PCBs" shall be assumed to be under the USEPA definition of PCB equipment and managed in accordance with applicable local, State, and Federal regulations. Further, any disturbance of pad-mounted transformers shall be conducted under the purview of the local regulatory agency to identify proper handling procedures.

NOISE

N-1 Prior to grading permit issuance, the following shall be noted in grading plans and construction bid documents:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers; and
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.

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6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study and Environmental Checklist, we recommend that the City of Long Beach prepare a Mitigated Negative Declaration for the City of Long Beach East Division Police Substation Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been specified that would reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Long Beach's determination; refer to Section 3.3, *Lead Agency Determination*.

As the City is seeking a transfer of land under the Base Realignment and Closure (BRAC) program (or a transition of surplus military property to civilian uses), the proposed project is also subject to environmental review under the National Environmental Policy Act (NEPA) (implementation of which is reviewed and approved by the U.S. Department of the Army). NEPA documentation associated with the proposed project will be processed by the Department of the Army under separate cover.

July 30, 2013
Date

Alan Ashimine
Senior Associate
Planning/Environmental Services
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