

City of Long Beach

Pacific Pointe East Development Project

Initial Study

January 2014



**PACIFIC POINTE EAST DEVELOPMENT PROJECT
INITIAL STUDY**

Prepared for:
City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Prepared by:
Rincon Consultants
180 North Ashwood Avenue
Ventura, California 93003

January 2014

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INITIAL STUDY

1. **Project title:** Pacific Pointe East Development Project
2. **Lead agency name and address:** City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
3. **Contact person and phone number:** Craig Chalfant
(562) 570-6368
4. **Project location:** Southeast corner of Lakewood Boulevard and Conant Street near the Long Beach Airport
Figure 1 shows the location of the project site within the region and Figure 2 shows an aerial view of the project site.
5. **Project applicant's/sponsor's name and address:** DP3 Hangars, LLC
18802 Bardeen Avenue
Irvine, California 92612-1521
Phone: (949) 809-2414
6. **General Plan designation:** Mixed Use (LUD No. 7)
7. **Zoning:** Douglas Aircraft Planned Development District (PD-19)
8. **Project Description:**

The proposed Pacific Pointe East development is located on an unaddressed, approximately 25-acre parcel at the southeast corner of Lakewood Boulevard and Conant Street near the Long Beach Airport, with a Los Angeles County Assessor's ID Number of 7149-005-006. As shown in Figure 3, the proposed project involves three new industrial buildings on a site that is currently developed with a paved surface parking lot. These buildings have an open floor plan and would be intended for light industrial, light manufacturing, warehouse, office, and/or research & development land uses. The three buildings would have a maximum height of about 41 feet and total floor area of 494,000 square feet, broken down as follows:

- Building 9 - 144,000 sq. ft. of building area on a 306,399 square foot (sq. ft.) site
- Building 10 - 118,000 sq. ft. of building area on a 233,538 sq. ft. site
- Building 11 - 232,000 sq. ft. of building area on a 541,098 sq. ft. site

A total of 722 parking spaces are proposed, including 221 spaces for Building 9, 156 spaces for Building 10, and 345 spaces for Building 11.



The project site is located in the Douglas Aircraft Planned Development District (PD-19), which allows a range of uses but limits total peak period (4-6 PM) vehicle trips to and from the district to 5,503. In addition, development within PD-19 must not have significant effects on neighboring residences, significant effects on visual resources, or significant safety and security effects.

9. Surrounding land uses and setting:

The project site is surrounded by industrial and office development to the north, east, and west. A golf course is located immediately south of the project site. Long Beach Airport facilities are located approximately 650 feet southwest of the site, and airport runways are located approximately 450 feet southwest of the site. Approximately 300 feet east of the project site is Rosie the Riveter Park. Long Beach City College is located nearby to the north and east of the project site. The nearest residential development is located approximately 700 feet east of the project site along Clark Avenue.

10. Required Entitlements:

The project requires the following discretionary approval (entitlement) from the City of Long Beach:

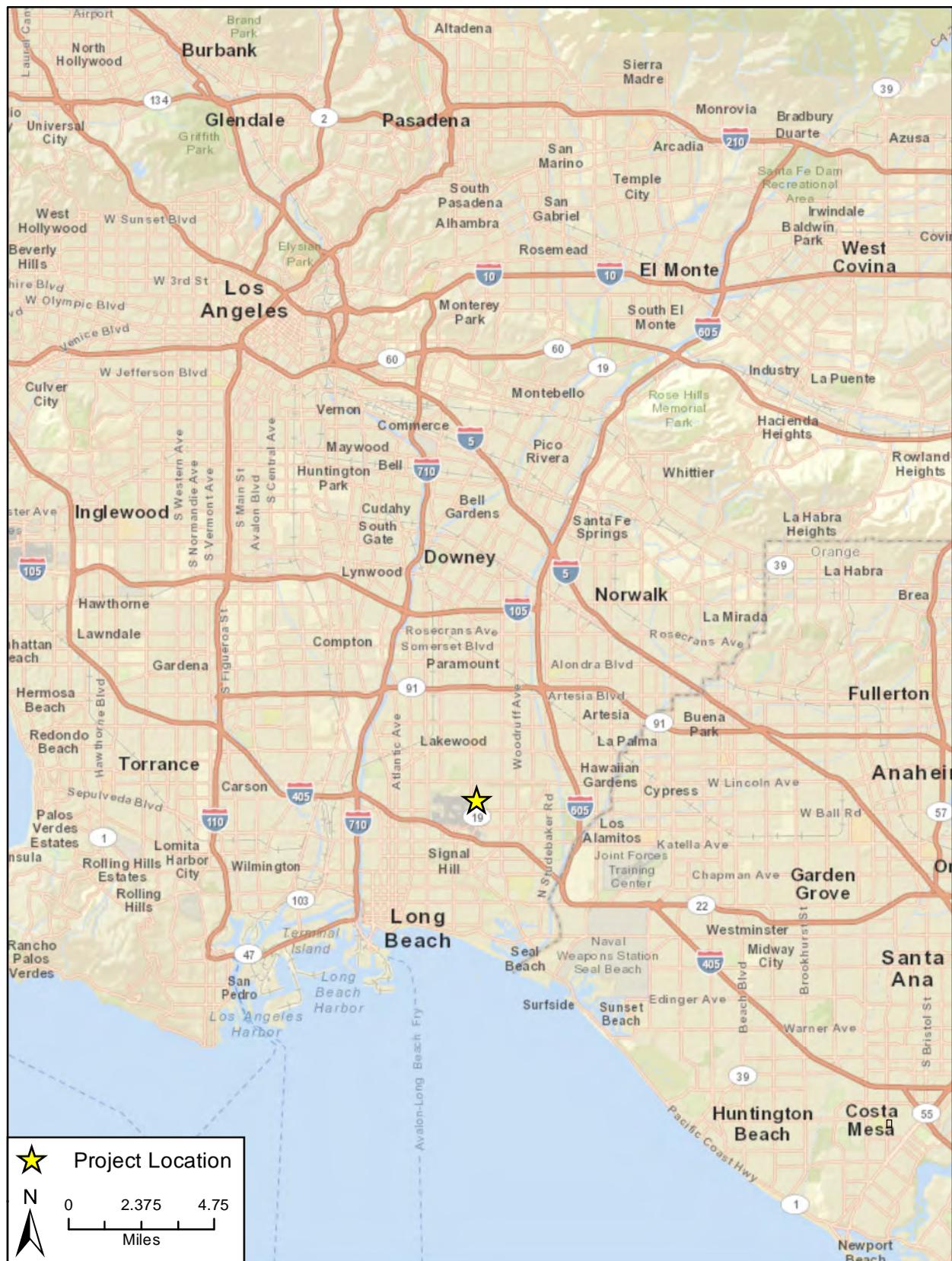
- **Site Plan Review and Approval** – Consistent with City Ordinance ORD-11-0029, a Site Plan would be submitted for Planning Commission approval.

11. Other public agencies whose approval is required:

The City of Long Beach is the lead agency and is the only public agency with discretionary approval over the project.



Pacific Pointe East Development Project
Initial Study



Regional Location

Figure 1

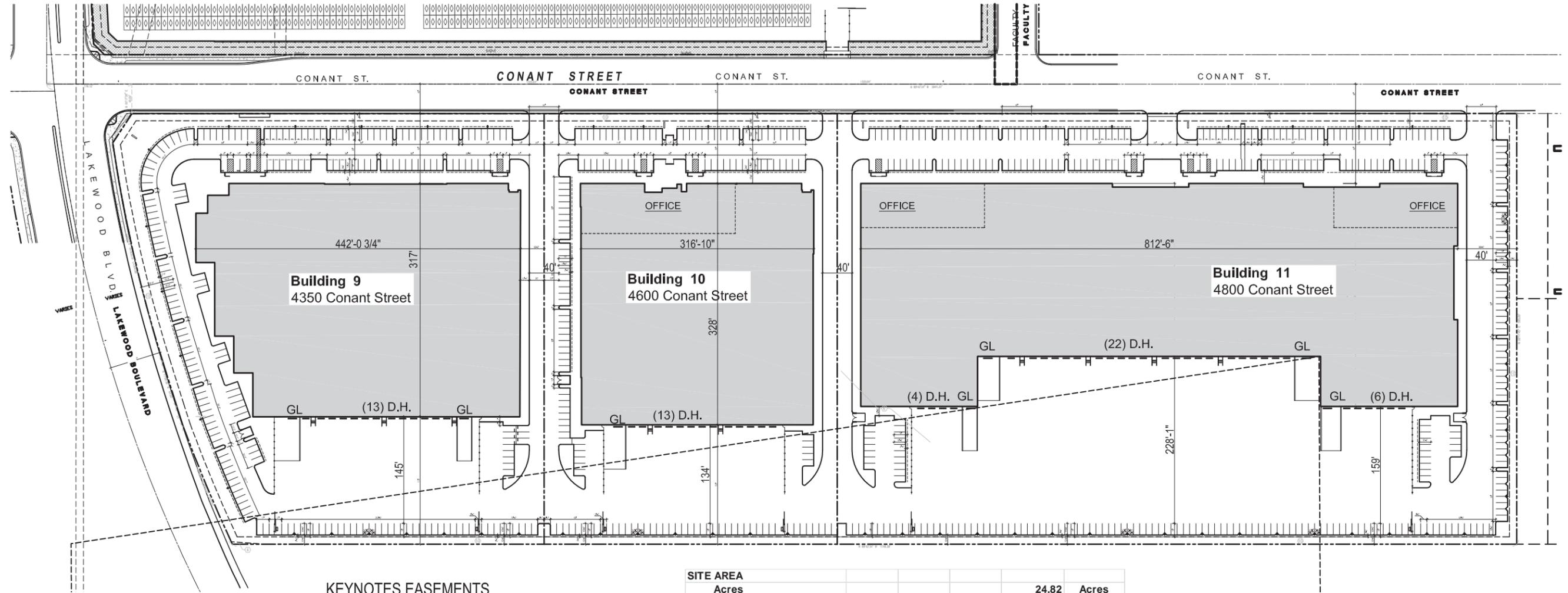




Aerial View of Project Site
and Surrounding Uses

Figure 2
City of Long Beach

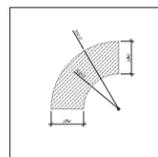




KEYNOTES EASEMENTS

- (A) AN EASEMENT FOR PRIVATE ENVIRONMENTAL PURPOSES RECORDED OCTOBER 4, 2012 AS INSTRUMENT NO. 20121495709 OF OFFICIAL RECORDS.
- (B) VARIED WIDTH EASEMENT FOR WATER MAIN PURPOSES IN FAVOR OF METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, RECORDED DECEMBER 19, 1967 AS INSTRUMENT NO. 2640, O.R.
- (C) FAA RPZ LINE

CITY OF LONG BEACH FIRE ACCESS TURNING RADIUS



SITE AREA				
Acre				24.82 Acres
SF				1,081,035 SF
TOTAL BUILDING AREA				
FLOOR AREA RATIO (FAR)				45.7%
TOTAL PARKING REQUIRED @ 1/1000				494 STALLS
TOTAL PARKING PROVIDED				722 STALLS
PARKING RATIO / 1000				1.46 /1000
BUILDING DESCRIPTION	BUILDING 9	BUILDING 10	BUILDING 11	TOTALS
SITE AREA				
Acre	7.03	5.36	12.42	24.82
SF	306,399	233,538	541,098	1,081,035
FAR	47.0%	50.5%	42.9%	45.7%
BUILDING AREA				
1ST FLOOR - Industrial	129,000	103,000	212,000	444,000
2ND FLOOR - Office	15,000	15,000	20,000	50,000
TOTALS	144,000	118,000	232,000	494,000
PARKING REQUIRED @ 1/1000	144	118	232	494
PARKING REQUIRED @ 1.5/1000	216	177	348	741
PARKING PROVIDED	221	156	345	722
PARKING RATIO	1.53	1.32	1.49	1.46



Site Plan

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION:

On the basis of this initial evaluation:

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



Signature

1/22/14

Date

Craig Chalfant

Printed Name

City of Long Beach

For



Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Policy 1.2 in the City’s General Plan Open Space and Recreation Element identifies natural resources, amenities, and scenic values in the City, including nature centers, beaches, bluffs, wetlands, and other water bodies (City of Long Beach, October 2002). There are no such resources in the vicinity of the project site, which is located in an urbanized inland area of the City. The proposed structures would be approximately 41 feet high, which would potentially obscure views of scenic resources not located in the immediate vicinity of the project site. Impacts would be **potentially significant** and will be analyzed in the EIR.

b) There are no state scenic highways in the City of Long Beach. The City of Long Beach has one local scenic route, which follows Ocean Boulevard from the Los Angeles River to Livingston Drive in the Belmont Shore neighborhood (City of Long Beach, 2009). This scenic route is located approximately 4 miles south of the project site and would not be affected by project development. There would be **no impact** and further analysis of this issue in an EIR is not warranted.

c) The project site is currently occupied by a paved parking lot. Due to the height of the proposed structures (41 feet), project development would potentially alter views available from the golf course to the south and residences to the east of the project site. The project’s impact is **potentially significant** and will be studied in the EIR.

d) The project site is currently developed with a paved parking lot that includes security lighting. The proposed project would include sources of light and glare on the project site, such as parking lot and structural lighting and reflective surfaces on parked cars and building exteriors. However, Chapter 21.41.259 of the Long Beach Municipal Code (LBMC) requires the following:



“All parking lots and garages shall be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. The light standards shall not exceed the height of the principal use structure or one foot (1') for each two feet (2') of the distance between the light standard and the nearest property line, whichever is greater.”

Otherwise, the project site would be lit similarly to its current state, and any new lighting would be reviewed through the City’s Site Plan Review process, as described in Division V of Chapter 21.25 – *Site Plan Review* of the LBMC. The project’s impacts related to light and glare would therefore be **less than significant** and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST

RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:

a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) There are no agricultural zones or forest lands within the City of Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The proposed project would have **no impact** upon agricultural or forest resources and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> -- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency (SCAQMD) is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” The part of the Basin in which the project site is located is a nonattainment area for both the federal and state standards for ozone, particulate matter (PM₁₀ and PM_{2.5}), and lead, as well as the state standard for nitrogen dioxide (NO_x) (California Air Resources Board, February 2011, April 2013). Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD has established the following significance thresholds for project operations within the Basin:

- 55 pounds per day of reactive organic compounds (ROC (also known as ROG or VOC))
- 55 pounds per day of nitrogen oxides (NO_x)
- 550 pounds per day of carbon monoxide (CO)
- 150 pounds per day of sulphur oxides (SO_x)
- 150 pounds per day of particulate matter less than 10 microns in diameter (PM₁₀)
- 55 pounds per day of particulate matter less than 2.5 microns in diameter (PM_{2.5})

The SCAQMD has also adopted the following thresholds for temporary construction-related pollutant emissions:

- 75 pounds per day ROC
- 100 pounds per day NO_x
- 550 pounds per day CO
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}
- 150 pounds per day SO_x

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD’s CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project



construction and operation. LSTs have been developed only for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for project sites that measure one, two, three, four, or five acres, with allowable emissions for receptors within 25, 50, 100, 200, and 500 meters. The project site is approximately 25 acres and is located in Source Receptor Area 4 (SRA-4), which is designated by the SCAQMD as the South Coastal LA County and includes the City of Long Beach. LST thresholds for a five-acre site in SRA-4 are shown in Table 1 for reference (SCAQMD, June 2003). The sensitive receptors closest to the project site include: Long Beach City College, which is located immediately to the north and east of the project site, and residences approximately 700 feet east of the project site. The Long Beach City College American Culture and Language Institute is located approximately 100 feet east of the project site, and would be the nearest sensitive receptor.

Table 1
SCAQMD LSTs for Emissions in SRA-4

Pollutant	Allowable emissions as a function of receptor distance in meters from a one acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	57	58	68	90	142
CO	585	789	1,180	2,296	7,558
PM ₁₀ (construction)	4	13	29	61	158
PM ₁₀ (operation)	1	3	7	15	38
PM _{2.5} (construction)	3	5	10	26	93
PM _{2.5} (operation)	1	2	3	7	23

Source: SCAQMD. <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, accessed online November 2013.

a) Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Air Quality Management Plan (AQMP) is based are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards. However, as discussed in Section XIII, *Population and Housing*, the proposed project would not induce population growth exceeding these population forecasts. Therefore, the project would not conflict with implementation of an air quality plan, and **no impact** would occur. Further analysis of this issue in an EIR is not warranted

b-d) The sensitive receptors closest to the project site that could potentially be affected by project emissions are Long Beach City College nearby the project site to the north and east, and residential development located approximately 700 feet east of the project site. The Long Beach



City College American Culture and Language Institute is located approximately 100 feet east of the project site, and would be considered the nearest sensitive receptor.

Construction activities for the project would generate temporary air pollutant emissions and fugitive dust emissions associated with demolition of the existing parking lot and construction of the proposed structures, including emissions from construction equipment used in activities such as demolition, minor site grading, asphalt paving, architectural coatings, and motor vehicles transporting construction workers. Exhaust emissions from construction activities would vary daily as construction activity levels change.

Operational emissions would consist primarily of exhaust from vehicles traveling to and from the project site. Other sources of operational emissions would include the occupants of the proposed structures. The types of activity that could occur in the proposed structures include light industrial, light manufacturing, warehouse, office, and research & development. The project's construction and operational emissions could result in a **potentially significant impact** with respect to air quality standards and effects on sensitive receptors, and be studied further in the EIR.

e) It is expected that the proposed project would be occupied by light industrial, light manufacturing, warehouse, office, and research & development uses. Light industrial uses typically do not generate odors that are noticeable off-site. Impacts related to odors would be **less than significant** and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --
 Would the Project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the Project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a- d, f) The proposed project would be located within a developed portion of the City of Long Beach. The project site is located within an existing urbanized area that has been previously disturbed. The site is fully paved and lacks significant native vegetation that provides a habitat for any unique, rare, or endangered plant or animal species. The site does not contain and is not adjacent to wetlands. There is no vegetation present on the project site. Vegetation in the project vicinity consists of ornamental street trees located on Conant Street, on the parcel adjacent to the east of the project site, and the golf course to the south of the project site which is heavily planted with ornamental trees and other vegetation. The area is highly urbanized and there is no potential for adverse effects to wildlife resources or their habitat, either directly or indirectly. There would be **no impact** and further analysis of this issue in an EIR is not warranted.

e) The proposed project would not conflict with any local policies or ordinances protecting biological resources such as trees, nor would it conflict with any conservation plans. There would be **no impact** and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> -- Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site contains an existing surface parking lot. No historic buildings or other resources are present within the site. The nearest designated historical resource is the Long Beach Airport terminal building, which is located approximately 1,700 feet south of the project site (City of Long Beach, 2010). This structure would be unaffected by project implementation. Therefore, **no impact** with regard to historic resources would occur, and further analysis of this issue in an EIR is not warranted.

b-d) The proposed project would require grading and excavation for foundations. Earth-disturbing activities have the potential to affect previously undiscovered subsurface resources, including archaeological and paleontological resources and human remains. Because the site is already developed and has therefore been previously disturbed, the likelihood of finding intact archaeological or paleontological resources is considered low. In the unlikely event that such resources are discovered during construction of the proposed project, the applicant would be required to comply with standard procedures for assessment and preservation of such resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains. Although unlikely, if human remains are found during demolition activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected until the County Coroner has been called out and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to a **less than significant** level. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> – Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i and ii) Similar to all of Southern California, active and/or potentially active faults in the region could generate strong groundshaking on the project site. However, the project site is not located within an Alquist-Priolo Earthquake Zone (California Department of Conservation, 1986), so the probability of seismic surface rupture is considered low. Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. However, the project site is located approximately 1.75 miles northeast of the closest portion of the Newport-Inglewood Fault Zone. Thus, project



implementation would not expose people or structures to potentially substantial adverse effects involving fault rupture.

The project would be required to comply with the California Building Code (CBC). The CBC requires various measures of all construction in California to account for hazards from seismic shaking, and the proposed project would be inspected for compliance with these measures by the City of Long Beach Building Bureau prior to Certificate of Occupancy. Impacts related to seismically-induced surface rupture or ground shaking would therefore be **less than significant** and further analysis of this issue in an EIR is not warranted.

a.iii and iv) The project site is located on a relatively flat site in an area that is not susceptible to earthquake induced landslide hazards. However, the site is in an area that is subject to identified liquefaction hazard (California Department of Conservation Seismic Hazard Zones for the Long Beach Quadrangle, 1999). Based on Plate 7, Liquefaction Potential Areas, of the Long Beach General Plan Seismic Safety Element, the project site has a low potential for liquefaction. Based on the geotechnical analysis performed for the project site, soils subject to liquefaction during seismic events are present on the site (Southern California Geotechnical, 2013). The differential settlement associated with liquefaction at this site would be less than 1 inch. The estimated differential settlements could be assumed to occur across a distance of 100 feet, indicating maximum angular distortions of less than 0.002 inches per inch for both sites. Such settlements are considered to be within the structural tolerances of typical building supported on shallow foundation systems. However, minor to moderate repairs, including repair of damaged drywall and stucco, etc., could be required after the occurrence of liquefaction-induced settlements. Compliance with City and State building codes, which include provisions to mitigate potential liquefaction hazard, would be required of the proposed project. The project would therefore have a **less than significant** impact related to these hazards and further analysis of this issue in an EIR is not warranted.

b) Soil erosion is the removal of soil by water, wind, and gravity. Demolition of the existing parking lot and construction of the structures would involve soil-disturbing activities that could create soil erosion. However, Standard Urban Stormwater Mitigation Plan (SUSMP) and National Pollutant Discharge Elimination System (NPDES) requirements to utilize watering of soils and stormwater Best Management Practices (BMPs) limiting erosion would be enforced on the project, as described in Section IX, *Hydrology and Water Quality*. These impacts would be **less than significant** and further analysis of this issue in an EIR is not warranted.

c) The project site is located in a topographically flat area and does not contain slopes that are subject to landslide or other geologic hazards that could affect on- or off-site development. Therefore, impacts related to unstable soils and collapse would be **less than significant**.

d) Testing was performed on the soils present on the project site to determine their potential for expansion. The soils tested were determined to have low to medium expansion potential. Project development would require excavation and removal of existing fill soils and the provision of compacted fill to support the proposed structures. It is expected that the compacted fill, in combination with other common methods for addressing expansive soils, would substantially reduce expansion potential at the project site. Compliance with existing City and State building codes would ensure that impacts related to expansive soils are **less than significant** and further analysis of this issue in an EIR is not warranted.



e) The project is located in a fully developed part of Long Beach, with access to existing sewer connections, and would not require the use of septic tanks. Therefore, **no impact** related to the use of septic tanks would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Project activities would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. Sources of GHG emissions include the operation of heavy equipment and the application of architectural coating during project construction, vehicular emissions from employees traveling to and from the project site, emissions resulting from industrial activities on the project site, and indirect emissions from energy use (electricity and natural gas). The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, but contain no suggested thresholds of significance for GHG emissions. Instead, they give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. This is a **potentially significant** impact that will be analyzed in the EIR.

b. In response to Executive Order (EO) S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In addition, in 2008 the California Attorney General published The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to



local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. Lastly, Senate Bill 375, signed in August 2008, requires the inclusion of Sustainable Communities' Strategies (SCS) in Regional Transportation Plans (RTPs) for the purpose of reducing GHG emissions. In April 2012 SCAG adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The extent to which the proposed project would be consistent with local and regional programs to reduce GHG emissions represents a **potentially significant** impact that will be analyzed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project involves demolition of an existing surface parking lot and construction of three industrial buildings totaling 502,076 square feet of floor area. Operation of the proposed project would not involve the routine transport, use or disposal of hazardous substances. There would be **no impact** and further analysis of this issue in an EIR is not warranted.

b, c) The school nearest to the project site is Long Beach City College, which is located to the north and east of the site. Burcham Elementary School is located approximately 0.7 miles to the southeast of the project. Operation of the proposed project would not involve the routine use or transport of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and nearby schools would therefore not be adversely affected. Construction of the project would require the demolition of the existing surface parking lot and construction of the proposed industrial buildings. These activities would not expose nearby schools to hazardous materials, emissions, or substances. Compliance with existing state and City regulations regarding the use and transport of hazardous materials would reduce the project's potential impacts related to hazardous emissions or materials affecting school sites within ¼ mile to a **less than significant** level. Further analysis of this issue in an EIR is not warranted

d) The following databases compiled pursuant to Government Code Section 65962.5 were checked (November 13, 2013) for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground storage tanks (LUSTs);



- Investigations- Cleanups (SLIC) and Landfill sites, Cortese list of Hazardous Waste and Substances Sites; and
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The project site is identified in the Geotracker database as the site of four USTs associated with prior use of the site. Based on the records on the Geotracker online database, potential contaminants of concern on this site as a result of the former uses include 1,1,1-trichloroethane (TCA), benzene, chromium, other chlorinated hydrocarbons, other solvent or non-petroleum hydrocarbon, stoddard solvent/mineral spirits/distillates, tetrachloroethylene (PCE), and trichloroethylene (TCE). The case was opened in 1995 and its status is no further action as of December 2011. The record search indicates that cleanup onsite took place and the case was deemed to be closed by the Los Angeles Regional Water Quality Control Board (RWQCB) in January 2010. According to Geotracker records, a health risk assessment for the affected area was completed and reviewed by the Office of Environmental Hazard Assessment, and the site was deemed suitable for continued industrial/commercial uses.

The closest "open status" contaminated site is located approximately ¼ mile to the northwest of the project site, with potential contaminants of concern including chlorinated hydrocarbons, metal, polynuclear aromatic hydrocarbons (PAHS), and waste oil. There is no evidence to suggest that any contamination at this site would affect the project site. Thus, construction of the proposed project would not create a significant hazard to the public or the environment from being located on a contaminated site. The impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

e, f) The project site is located immediately northeast of the Long Beach Municipal Airport. A portion of the southern project site is located in a Runway Protection Zone (RPZ) within the airport's influence area. The proposed project has been designed such that all proposed structures are located beyond the RPZ boundary. Those areas in the southern portion of the project site within the RPZ are planned for development as parking areas and loading docks. The project applicant will be required to submit building plans to the Federal Aviation Administration for review and approval. Thus, air traffic associated with the Long Beach Municipal Airport would not result in a safety hazard at the project site. The project site is not located near any private airstrip. There would be a **less than significant** impact and further analysis of this issue in an EIR is not warranted.

g) The proposed project involves demolition of an existing surface parking lot and the construction of three industrial buildings, and would not conflict with an adopted emergency response plan or emergency evacuation plan or interfere with traffic on adjacent streets. The impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

h) The project site is located in an urbanized area of Long Beach and is not near any wildlands. Thus the proposed project would not expose persons or structures to wildfire hazard risks. There would be **no impact** and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u>				
– Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

– Would the Project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e-f) The project site is located approximately 4.5 miles north of the Pacific Ocean, 3.4 miles north of Colorado Lagoon, 3.8 miles north of Alamitos Bay, 3.6 miles east of the the Los Angeles River, and 2.5 miles west of the San Gabriel River. Construction activity, including grading, could have the potential to degrade water quality due to sediment erosion or the presence of contaminants located within the soils (as discussed in Section VIII, *Hazards and Hazardous Materials*). However, on-site activities would be required to comply with the requirements of Long Beach Municipal Code (LBMC) Chapter 18.61, NPDES and SUSMP Regulations. Specifically, proposed construction activities would be required to comply with LBMC Section 18.61.050, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs). Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Further, the City would be required to complete and submit a Stormwater Pollution and Prevention Plan (SWPPP) to both the Regional Water Quality Control Board (RWQCB) and the City of Long Beach in addition a Notice of Intent (NOI) to comply with the state construction activity storm water permit. Compliance with these requirements would reduce potential impacts associated with water quality during implementation of the proposed project to **less than significant**. The project does not involve any actions beyond construction activities that would adversely affect water quality. Further analysis of this issue in an EIR is not warranted

b) The proposed project would introduce three new industrial buildings totaling 502,076 square feet on the project site. The project would therefore lead to a small increase in consumption of potable water. However, this increase would be so small in comparison to total water usage in this highly urbanized area that it would not significantly impact groundwater. Also, the project would produce little if any increase in impermeable surfaces in the area that would restrict groundwater recharge. The project would therefore not 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, and this impact would be **less than significant**. Further analysis of this issue in an EIR is not warranted

c, d) The proposed project would not alter the surface drainage pattern of the surrounding area. It also would not require the relocation of existing storm drain lines or construction of any new storm drain lines. Storm water would continue to flow into the City’s existing storm drain system. The project would not significantly increase the amount of impermeable surfaces on the



project site, and would therefore not significantly alter the overall amount of surface water drainage such that the project would result in flooding, substantial erosion or siltation on- or off-site. Construction activities, including excavation, may result in sedimentation or erosion on or off-site. However, as discussed above, proposed construction activities would be required to comply with LBMC Section 18.61.050, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs) that would reduce the impacts related to erosion or siltation on or off site to a less than significant level. Impacts related to drainage patterns, both temporary and operational, would be **less than significant**. Further analysis of this issue in an EIR is not warranted

g-h) Per FEMA flood zone maps (#06037C1960F), the project site is located in Zone X, which is within the 500-year flood zone (the area with a 0.2% chance per year of flooding). The proposed project would not impede flood flows or expose people to significant flood-related safety impacts. Consequently, there would be **no impact** and further analysis of this issue in an EIR is not warranted.

i) The proposed project is not subject to flooding due to dam or levee failure, and would not increase exposure to risks associated with dam or levee failure. **No impact** would occur and further analysis of this issue in an EIR is not warranted.

j) A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water, such as lakes. The project site is not located within a tsunami hazard zone (California Department of Conservation, March 2009). Additionally, because the project site is not sufficiently close to a large body of water other than the ocean, seiches are not a significant concern. As described above in Section VI, *Geology and Soils*, the project site is not located within an area subject to potentially high landslide or debris and mud flows. Therefore, **no impact** related to these hazards would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> -- Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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

a) The proposed project involves infill development and does not include any components, such as a new road, that would physically divide an established community. **No impact** would occur and further analysis of this issue in an EIR is not warranted.

b) The project site is located in the Douglas Aircraft Planned Development District (PD-19) and within General Plan land use designation Mixed Use (LUD No. 7). The proposed project would require design review to ensure that it complies with the requirements of the PD-19 district and other applicable land use regulations. Upon completion of City review for compliance with the requirements of the PD-19 district, impacts would be **less than significant**, and further analysis of this issue in an EIR is not warranted.

c) The project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. **No impact** would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. MINERAL RESOURCES -- Would the Project:

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-b) The project site and surrounding properties are part of an urbanized area in northeast Long Beach. The project site is not located in a mineral extraction operations area. The proposed project does not involve a mineral resource recovery site and no mineral resource activities would be altered or displaced by the project. Therefore, **no impact** would occur and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

In order to determine the compatibility of proposed new uses with existing development, the City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggest a normally acceptable exterior noise exposure of up to 65 dBA CNEL for sensitive land uses such as residences and schools. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA, or even 75 dBA for industrial uses.

The City has not adopted any thresholds or regulations addressing vibration. Vibration impacts would be significant if they exceeded the following Federal Railroad Administration (FRA) thresholds.



- 65VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios.
- 72 VdB for residences and buildings where people normally sleep, including hotels.
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools.
- 95 VdB for physical damage to extremely fragile historic buildings.
- 100 VdB for physical damage to buildings.

a, c) The proposed project involves demolition of an existing surface parking lot and the construction of three industrial buildings. The project would generate vehicular trips and increase vehicular traffic on surrounding streets. The primary operational sources of noise associated with the proposed project that could increase existing ambient noise levels would be this project-generated traffic, stationary sources such as mechanical equipment, and non-stationary noise such as parking lot noise from vehicles and conversations.

Mechanical equipment associated with the proposed project would include equipment such as HVAC systems and equipment associated with industrial development, which would produce temporary noise. However, such HVAC equipment would be subject to Chapter 8.80.200 of the LBMC. Enforcement of this regulation would ensure that its operation would not cause a significant operational noise impact. Other operational noise sources would include activity at the planned loading docks in the southern portion of the project site. Construction and operational noise has the potential to affect nearby sensitive receptors and is a **potentially significant impact** that will be further analyzed in the EIR.

b) The proposed project would involve demolition and construction activities at the project site such as pavement removal, grading and paving activities for the proposed surface parking lot, and building construction noise. The operation of heavy construction equipment, particularly in the demolition and grading phases of project implementation, has the potential to cause perceptible vibration at off-site sensitive receptors. This is a **potentially significant impact** that will be analyzed further in the EIR.

d) Project construction would involve the use of heavy equipment associated with grading. Noise generated during this phase would be typical of such site preparation activity and would be temporary. The noise-sensitive land uses closest to the project site include: Long Beach City College, which is located to the north and east of the project site, and residences approximately 700 feet east of the project site. Such noise levels would exceed ambient levels in the area and could cause temporary disturbance to nearby receptors. This is a **potentially significant impact** that will be analyzed further in the EIR.

e) The project site is located immediately northeast of the closest airport, Long Beach Municipal Airport, and within the airport's 70 dB noise contour. Exposure to noise from the airport is a **potentially significant impact** that will be analyzed further in the EIR.

f) The project site is not located in the vicinity of a private airstrip, and **no impact** related to such facilities would occur. Further analysis of this issue in an EIR is not warranted



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING —

Would the Project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The proposed project would involve the creation of three new industrial buildings totaling 494,000 square feet. The project does not include new residential development that could directly induce population growth. Employees of businesses operating in the proposed structures could be existing residents of the City of Long Beach, commuters from locations outside of the City, or new residents of the City. Based on median employment for similar types of development in Los Angeles County, the proposed project would generate approximately 352 jobs (The Natelson Company, October 2001).

The population of the City of Long Beach is 462,257 (California Department of Finance, May 2013). The Southern California Association of Governments (SCAG) in its adopted 2012 Integrated Growth Forecast (SCAG, August 2012), forecasts that the population of Long Beach will grow to 491,000 by 2020, which would be a population increase of 28,743 persons, or 6.2%. Population growth as a result of employment created by the proposed project – which would be approximately 352 residents, as discussed above – would fall well within SCAG’s population increase forecast and, therefore, would not directly or indirectly induce substantial population growth in the area. Therefore, this impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

b, c) The proposed project would not displace any existing housing unit, and therefore **no impact** would occur. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i, ii) Fire and police protection are provided by the Long Beach Fire Department (LBFD) and the Long Beach Police Department (LBPD). The proposed project does not include any new residential development. As discussed in Section XIII, *Population and Housing*, the project would not create a significant increase in population compared to projected growth. The project would therefore not significantly affect existing fire and police service ratios and response times or significantly increase the demand for fire and police protection services beyond that already planned. The proposed project would be built according to California Building Code (CBC) requirements. Additionally, the submitted plans would require review and approval from the City of Long Beach Development Services Department and all other required departments and agencies to ensure that fire and life safety regulations are met. Therefore, impacts would be **less than significant** and further analysis of this issue in an EIR is not warranted.

a.iii, iv, v) The amount of employment opportunities created by the proposed project would not directly result in significant population increases or significantly increased demand for schools, parks, or other facilities, and this impact would be **less than significant**. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION --

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a, b) As discussed in Section XIV, *Public Services*, the proposed project would not result in significant population growth or new employment opportunities that would result in significantly increased demand for, or increased use of, park or recreational facilities. Furthermore, the project does not propose any recreational facilities that could be used by the public. Therefore the project's impacts on or from recreational facilities would be **less than significant** and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION / TRAFFIC --

Would the Project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing a measure 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC --				
Would the Project:				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) The proposed project is located in the Douglas Aircraft Planned Development District (PD-19), which allows new development intensity within this District to equal no more than 5,503 vehicle trips to and from the District in the peak period between 4 and 6PM. Although the project itself would generate less than this threshold (366 PM peak hour trips), the project's trip generation combined with other land uses has the potential to exceed this threshold. The project's impacts on traffic in the area and its consistency with the requirements of the PD-19 District and other plans are therefore **potentially significant** and will be evaluated in the EIR.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, the project site is located immediately northeast of the Long Beach Municipal Airport. A portion of the southern project site is located in a Runway Protection Zone (RPZ) within the airport's influence area. The proposed project has been designed such that all proposed structures are located beyond the RPZ boundary. Those areas in the southern portion of the project site within the RPZ are planned for development as parking areas and loading docks. The proposed project would not result in changes in air traffic patterns. There would be **no impact** in this regard and further study of this issue is not warranted.

d) Site plans for the proposed project would be reviewed by the City to ensure that the project would not include any design features that could present traffic hazards. Vehicular access to



the project site would be taken from three planned driveways on Conant Street, similar to the existing site access for the surface parking lot currently on the site. Construction activity for the project may result in temporary safety impacts to surrounding streets such as Lakewood Boulevard, Conant Street, and Clark Avenue for all users including drivers, bicyclists, and pedestrians. Also, because of changes in driveway location and different traffic levels and circulation patterns, operation of the project has the potential to create hazardous design features. This impact is therefore **potentially significant** and will be further evaluated in the EIR.

e) As stated under impact XVIId) above, the project may have both temporary construction-related and permanent operational safety impacts on immediately surrounding streets, and while no temporary or permanent street closures are anticipated, the project's impacts related to hazardous design features and site access are potentially significant. These impacts are therefore also potentially significant for emergency vehicles, which would also need to access the site in case of emergency. Impacts related to emergency access are therefore **potentially significant** and will be evaluated in the EIR.

f) The proposed project would not directly result in changes to the public transportation system that would conflict with adopted policies plans or programs. Transit access to City of Long Beach bus lines is currently available adjacent to the project site at the intersection of Conant Street with both Lakewood Boulevard and the intersection of Conant Street with Clark Avenue. People employed at the project site may use existing transit services to reach the project site. Project-related increases in the use of existing transit resources would be a **less than significant impact** and further study of this issue is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS --

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS --				
Would the Project:				
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, e) The proposed project would require connection to existing sewer infrastructure and would result in an increase in the amount of wastewater produced on the site. The site is already served by the City's existing sewer system. Based on standard wastewater generation rates developed by the Sanitation Districts of Los Angeles County, the proposed project would generate an estimated 10 gallons of wastewater per 1,000 square feet per day, or approximately 5,021 gallons per day (gpd) (Sanitation Districts of Los Angeles, 2013). Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the Los Angeles County Sanitation Districts. The JWPCP provides advanced primary and partial secondary treatment for 350 million gallons of wastewater per day (mgd). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater. Project operation would result in a 0.001% increase in demand for wastewater treatment compared to the available treatment capacity of 375 mgd. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the City's wastewater systems, or require the construction of new wastewater treatment facilities. These impacts would be **less than significant** and further analysis of this issue in an EIR is not warranted.

c) As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would not substantially change the amount of impervious surfaces on the project site, and the project would therefore not significantly increase the amount of runoff from the site. It would therefore not 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, and would have **no impact** in this regard. Further analysis of this issue in an EIR is not warranted



d) The proposed project would require connection to existing water delivery infrastructure and would result in an increase in the amount of water consumed on the site. The site is already served by the City’s existing water system. Based on the project’s estimated wastewater generation, project water demand can be estimated at 6,025 gpd, or 6.75 acre-feet per year. The City’s 2010 Urban Water Management Plan (UWMP) reports total Citywide water demand for 2010 at 63,448 acre-feet. This is projected to increase by 4,172 acre-feet (or 6.6 percent) to 67,620 acre-feet in 2015. Project water demand would represent less than 0.2 percent of the forecast increase in water demand. Adequate water supplies are identified in the UWMP to meet future demand. Based on the project’s incremental contribution to future demand, it is not expected that new sources of water supply would be required to meet project water needs. This would be a **less than significant** impact and further analysis of this issue in an EIR is not warranted.

f, g) Demolition materials, including asphalt and concrete, would be disposed of at either the Azusa Landfill or the Puente Hills Landfill. Azusa Landfill is a Class III landfill with 6,500 tons per day capacity that accepts inert waste and contaminated soil (CalRecycle, 2013). Demolition materials containing any contaminated soils (if found onsite as described in Section VIII, *Hazards and Hazardous Materials*) would be disposed of at this landfill. All other demolition waste would be disposed of at the Scholl Canyon Landfill, which is a Class III landfill with 3,400 tons per day capacity (CalRecycle, 2013). Asphalt and concrete demolition debris would likely be recycled at Hanson Aggregates, a local construction recycling facility in Long Beach (located approximately 5 miles north of the site). Demolition materials would be a one-time deposit and the project would not be a continuous solid waste generator.

Based on solid waste generation rates provided by CalRecycle for similar types of uses, the project would generate an estimated 2.5 tons per day of solid waste (CalRecycle, 2013). Based on the disposal capacity of landfills serving the project site, this would be an incremental increase in total disposal that would not affect the availability of solid waste disposal capacity. Therefore, impacts related to solid waste would be **less than significant** and further analysis of this issue in an EIR is not warranted.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- 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) As discussed in Section V, *Cultural Resources*, the project site does not contain potentially historic structures that would be removed or altered by the proposed project. The project would also be required to comply with standard procedures for assessment and preservation of subsurface resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains. Compliance with these regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to these cultural resources to a **less than significant** level.

As discussed in Section IV, *Biological Resources*, the project area is located within an existing urbanized area that has been previously disturbed. The site lacks significant native vegetation that would provide a habitat for any unique, rare, or endangered plant or animal species. The site does not contain and is not adjacent to wetlands. Vegetation in the area is limited to ornamental street trees and other ornamental vegetation along local streets and on private property. The area is highly urbanized and there is no potential for adverse effects to wildlife resources or their habitat either directly or indirectly. There would be **no impact** related to biological resources.

b) The proposed project has potentially significant impacts related to aesthetics, air quality, greenhouse gas emissions, land use, noise, and traffic, which could potentially contribute to cumulative impacts in the same areas. The project’s **potentially significant** cumulative impacts will be studied in the EIR.

c) As analyzed in this Initial Study, the proposed project has potentially significant environmental effects in the areas of aesthetics, air quality, greenhouse gas emissions, land use, noise, and traffic, but these environmental effects would not cause substantial adverse effects on human beings, either directly or indirectly. The project’s impacts in this area are therefore **less than significant**.



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