Appendix A Initial Study/Notice of Preparation

Appendices

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Notice of Preparation and Scoping Meeting

TO: Agencies, Organizations, and Interested Parties

FROM: City of Long Beach Development Services
333 West Ocean Boulevard
Long Beach, CA 90802
Contact: Angela Reynolds, AICP, Deputy Director, Development Services, (562) 570-6369

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for Midtown Specific Plan

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Long Beach (City) is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the proposed project.

The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082 and (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) serve as a notice of a public scoping meeting to be held by the City. The City, as Lead Agency, respectfully requests that any Responsible or Trustee Agency responding to this notice respond in a manner consistent with State CEQA Guidelines Section 15082(b). Comments and suggestions should, at a minimum, identify the significant environmental issues, reasonable alternatives, and mitigation measures that should be explored in the EIR, in addition to whether the responding agency will be a responsible or trustee agency for the proposed project, and any related issues raised by interested parties other than potential responsible or trustee agencies, including interested or affected members of the public.

PROJECT TITLE: Midtown Specific Plan

PROJECT LOCATION: The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is just north of downtown Long Beach and consists of three areas: the Midtown Specific Plan area and two Conventional Zoning areas. The Midtown Specific Plan area spans approximately 353 acres from Anaheim Street to Spring Street. The first Conventional Zoning area covers 15 acres from Spring Street to Wardlow Road, and the second area covers 5 acres near Officer Black Park. All three areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road. The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to quarter-mile transit nodes along California State Route 1 (SR-1) and Anaheim Street.

PROJECT DESCRIPTION:

Midtown Specific Plan
The Midtown Specific Plan (Specific Plan) provides a framework for the development and improvement of a 353-acre corridor along Long Beach Boulevard. As shown in Table 1, the Specific Plan would increase the number of permitted residential units within the Specific Plan area to just over 3,600 units (a net increase of 1,800 units over existing conditions) and the commercial and employment building square footage to just under 2.8 million square feet (a net increase of almost 350,000 square feet over existing conditions). The buildout projections also assume a small increase in the number of licensed hospital beds and addition of a business hotel.

Table 1 Land Use Projections for Midtown Specific Plan Area

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,819	5,695	2,427,567	956	196	12,570
Development Projected Under Proposed Midtown Specific Plan	3,619	10,066	2,776,499	983	277	15,357
Development Levels Allowed Under Current Zoning	5,696	16,528	4,812,965	983	277	20,180

Notes: Com/Emp = Commercial/Employment

Land Converting to Conventional Zoning

Based on the recent adoption of the Downtown Plan and the proposed Midtown Specific Plan, and because the City does not anticipate any new residential development, the City determined that the 16 acres of PD-29 between Spring Street and Wardlow Road along Long Beach Boulevard is to be converted to conventional commercial zoning, known as Community Commercial Pedestrian-Oriented (CCP). Converting this area form PD-29 to CCP would occur under a zone change. As shown in Table 2, the total commercial and employment square footage would increase under the proposed zoning in comparison to what could occur under the existing PD-29 zoning district; however, the number of dwelling units would decrease under the proposed zoning.

Table 2 Land Use Projections for Conventional Zoning Area

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	140	438	212,112	0	0	241
Development Projected Under Proposed Zoning	76	246	237,852	0	0	538
Development Levels Allowed Under Current Zoning	247	773	192,362	0	0	429

Notes: Com/Emp = Commercial/Employment

Additionally, 5 acres of residential blocks near Officer Black Park west of Pasadena Avenue between 21st Street and 20th Street would be extracted from PD-29 and retain its underlying conventional zoning, which include Single-family Residential, standard lot (R-1-N); Low-density Multi-family Residential, small lot (R-3-S); and Park (P). No change is expected to occur within this area and all existing uses are expected to remain.

Overall Development for Proposed Project (Midtown Specific Plan and Conventional Zoning)

Land use projections for the overall Project Site (including the Specific Plan and Conventional Zoning areas) are detailed in Table 3. As shown, the Proposed Project would increase the number of permitted residential units to approximately 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 375,000 square feet over existing conditions), concentrating development at key transit, employment, and freeway nodes. The number of hospital beds and hotel rooms would also increase over existing conditions.

Table 3 Overall Land Use Projections for Proposed Project

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,959	6,133	2,639,679	956	196	12,811
Development Projected Under Proposed Project	3,695	10,312	3,014,351	983	277	15,895
Development Levels Allowed Under Current Zoning	5,943	17,301	5,005,327	983	277	20,609

Notes: Com = commercial; Emp = employment

Roadway Segment Closures
The Proposed Project also includes the closure of the following roadway segments to vehicular traffic in order to create parklets: 25th Street west of Long Beach Boulevard; 25th Street east of Long Beach Boulevard; 23rd Street west of Long Beach Boulevard; 23rd Street east of Long Beach Boulevard; 21st Street west of Long Beach Boulevard; 21st Street east of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; 15th Street west of Long Beach Boulevard; 15th Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard.

POTENTIAL ENVIRONMENTAL EFFECTS: Potentially significant adverse environmental impacts associated with the proposed project include Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems. These topics will be addressed in the EIR. In addition, the EIR will describe and evaluate project alternatives that may reduce or avoid any identified significant adverse impacts of the project. Unless new information identifying it as a potential impact is presented during the scoping process, the following topics will not be discussed further in the EIR: Agricultural Resources, Biological Resources, Cultural Resources, and Mineral Resources.

PUBLIC REVIEW PERIOD: Pursuant to CEQA Guidelines Section 15082, responsible and trustee agencies and other interested parties, including members of the public, must submit any comments in response to this notice no later than 30 days after receipt. The Notice of Preparation (NOP) and accompanying Initial Study are available for a 30-day public review period beginning **March 9, 2015**, and ending **April 7, 2015**.

Copies of the Initial Study and supporting documents are available for review at the following locations:

- City of Long Beach Development Services, 333 West Ocean Boulevard, Long Beach, CA 90802
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RESPONSES AND COMMENTS: The City will accept written comments only during the aforementioned public review period. Please indicate a contact person for your agency or organization and send your written comments to Angela Reynolds, AICP, Deputy Director, Development Services, of the City of Long Beach at the above address, by facsimile to 562.570.6205, or by e-mail at angela.reynolds@longbeach.gov.

SCOPING MEETING: As a part of the NOP process, the City will conduct a public scoping meeting in order to present the proposed project and environmental process and to receive public comments and suggestions regarding the proposed project. The scoping meeting will be held on March 25, 2015, at 6:00 pm at Veteran's Memorial Park Community Room, 101 E. 28th Street, Long Beach, CA.

March 2015 | Initial Study

MIDTOWN SPECIFIC PLAN

City of Long Beach

Prepared for:

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PLACEWORKS

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Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CIWMB	California Integrated Waste Management Board
CLSA	California Library Services Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CRS	Community Rating System
CSO	Combined Sewer Overflows
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act

Abbreviations and Acronyms

dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HMS	Hazardous Materials Sites database
HVAC	Heating, Ventilating, and Air Conditioning System
HWMP	Hazardous Waste Management Plan
IPCC	Intergovernmental Panel on Climate Change
IUDA	Industry Urban Development Agency
IWMP	Integrated Waste Management Plan
LACFD	Los Angeles County Fire Department
LACSD	Sanitation Districts of Los Angeles County
LADPW	Los Angeles County Department of Public Works
Ldn	day-night noise level
LEPC	Local Emergency Planning Committee
Leq	equivalent continuous noise level
LOS	Level of Service
LST	Localized Significance Thresholds
LUFT	Leaking Underground Fuel Tank
MCL	Maximum Contaminant Level
MEP	Maximum Extent Practical
mgd	million gallons per day
MRF	Materials Recovery Facility
MSDS	Material Safety Data Sheets
msl	mean sea level

Abbreviations and Acronyms

MSW	Municipal Solid Waste
MTBE	methyl tert-butyl ether
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Habitat Preservation Authority
NOI	Notice of Intent
NOP	Notice of Preparation
NOX	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
O3	ozone
OES	California Office of Emergency Services
Pb	lead
PCE	perchloroethylene
PM	particulate matter
POTW	Publicly Owned Treatment Works
PPV	Peak Particle Velocity
PEIR	Program Environmental Impact Report
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RMP	Risk Management Plans
RMS	root mean square
ROG/VOC	Reactive Organic Gases/Volatile Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas

Abbreviations and Acronyms

SGVWC	San Gabriel Valley Water Company
SIC	Standard Industrial Codes
SoCAB	South Coast Air Basin
SOx	sulfur oxides
SPCC	Spill Prevention, Control and Countermeasure
SQMP	Stormwater Quality Management Plan
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethylene
TNM	Transportation Noise Model
tpd	tons per day
tpd-6	tons per day (six-day average)
TRI	Toxic Release Inventory
TTCP	Traditional Tribal Cultural Places
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements
WIP	Well Investigation Program
WQMP	Water Quality Management Plan
WRD	Water Replenishment District of Southern California
WRP	Water Reclamation Plant

1. Introduction

The City of Long Beach (City) is proposing the Midtown Specific Plan to establish a land use, development and implementation framework to encourage redevelopment of a two-mile segment of Long Beach Boulevard to support approximately 3,600 residential units, 15,000 jobs, 2.8 million square feet of commercial and employment space, as well as approximately 300 hotel rooms and approximately 1,000 hospital beds. This two-mile segment spans from Anaheim Street on the south to Spring Street on the north.

The City also determined that a portion of Planned Development District 29 (PD-29) between Spring Street and Wardlow Road should convert to conventional commercial zoning known as Community Commercial Pedestrian-Oriented (CCP), concurrently with approval of the Midtown Specific Plan. Additionally, the City determined that two residential blocks around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street) should be removed from the PD-29 sphere and retain their existing conventional zoning, which include Single-family Residential, standard lot (R-1-N); Low-density Multi-family Residential, small lot (R-3-S); and Park (P). Converting the areas zoned PD-29 to conventional zoning would be handled under a zone change. Together, the proposed Midtown Specific Plan and zone change constitute the Proposed Project.

The intent of the Proposed Project is to promote economic and aesthetic revitalization of a dated urban corridor north of downtown Long Beach. Improvements to the public realm and right-of-way will make traveling along the corridor a safe, attractive, and enjoyable experience—whether walking, riding a bike, taking a bus, riding Metro, or driving in a car. These public improvements will also spur reinvestment from the private sector and build upon a strong hub of medical facilities, multiple transit options, and proximity to downtown Long Beach and regional transportation corridors.

In compliance with the California Environmental Quality Act (CEQA), the City of Long Beach, as lead agency, is preparing the environmental documentation for the Proposed Project to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the Proposed Project. This Initial Study has been prepared to support the preparation and certification of a Program EIR (PEIR).

As provided in Section 15168 of the CEQA Guidelines, a PEIR may be prepared on a series of actions that may be characterized as one large project. Use of a PEIR provides the City with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIRs for programs or a series of related actions that are linked geographically, are logical

parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

1.1 PROJECT LOCATION

Figures 1, *Regional Location*, and 2, *Local Vicinity*, show the location of the overall Project Site within the regional and local contexts of Los Angeles County and the City of Long Beach (City), respectively. The City is located in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge.

The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is just north of downtown Long Beach and consists of three areas: the Midtown Specific Plan area and two Conventional Zoning areas. The Midtown Specific Plan area spans approximately 353 acres from Anaheim Street on the south to Spring Street on the north.

The first Conventional Zoning area covers approximately 15 acres from Spring Street on the south to Wardlow Road on the north. The second Conventional Zoning area covers approximately 5 acres around Officer Black Park (west of Pasadena Avenue between 21stst Street and 20thth Street). All three areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road (see Figure 2). The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site (see Figure 2).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

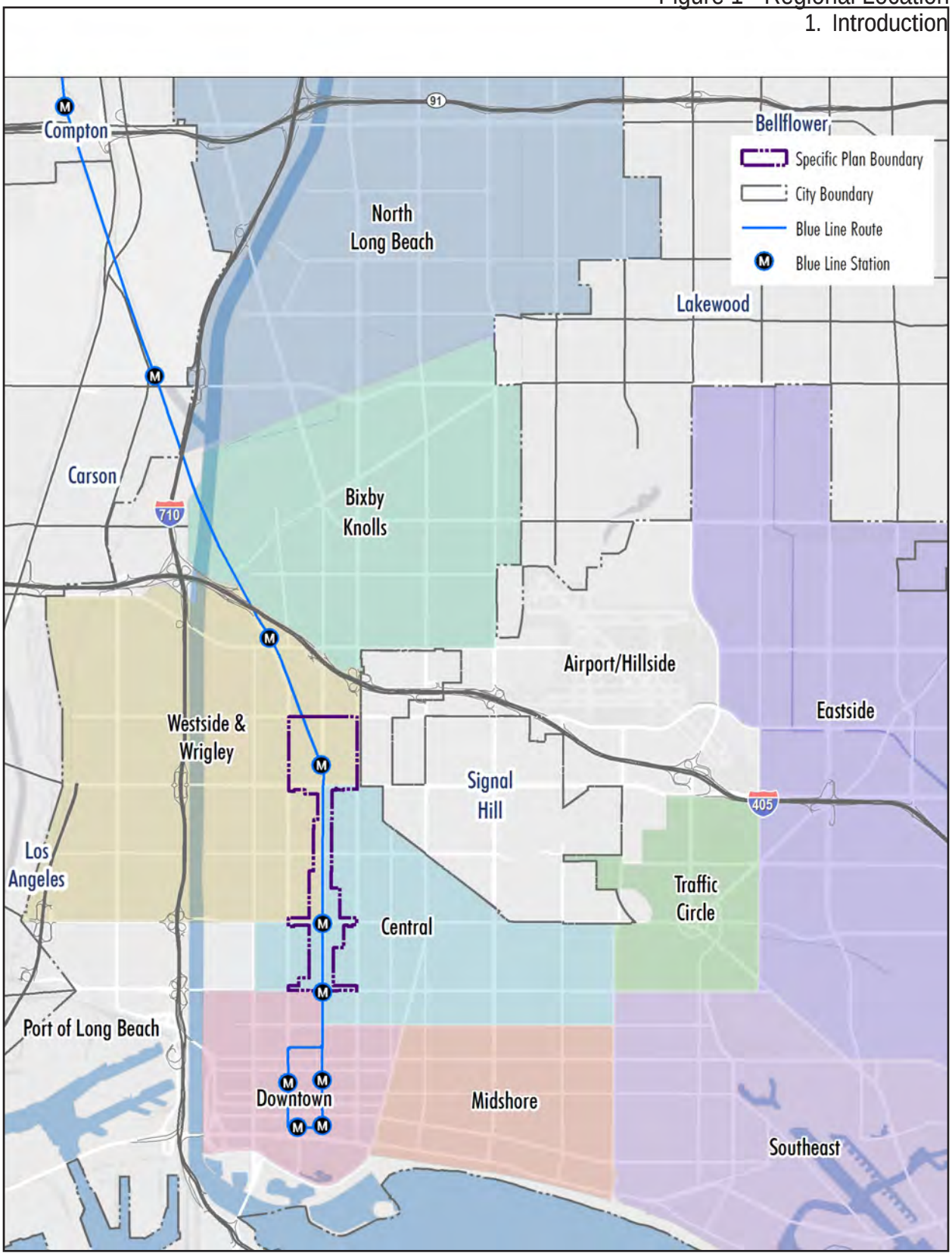
The Project Site is currently developed and consists of a mix of residential, commercial, medical, institutional, and open space and recreation uses (see Figure 3, *Aerial Photograph*). The Project Site contains approximately 1,800 residential units and approximately 3.5 million square feet of commercial uses. Existing residential development consists of a mixture of single-family and multifamily homes, while commercial development consists of a range of small- to medium-sized retail and service establishments. Existing medical development consists of multiple hospitals and medical offices, in addition to diagnostic and research businesses. Institutional uses include ten schools; seven elementary and middle schools, and three high schools (including a satellite campus). Existing open space and recreation uses include several park spaces consisting of sport fields/courts, community recreation centers, and skate parks.

1.2.2 Surrounding Land Use

The Project Site is located in a highly urbanized, built-out area of the City. It is generally surrounded by residential uses, which vary widely in character and density and include single-family neighborhoods and apartment complexes. Long Beach Boulevard acts as a main north-south thoroughfare through the City.

Figure 1 - Regional Location

1. Introduction



0 1
Scale (Miles)

Source: City of Long Beach, 2014

PlaceWorks

1. Introduction

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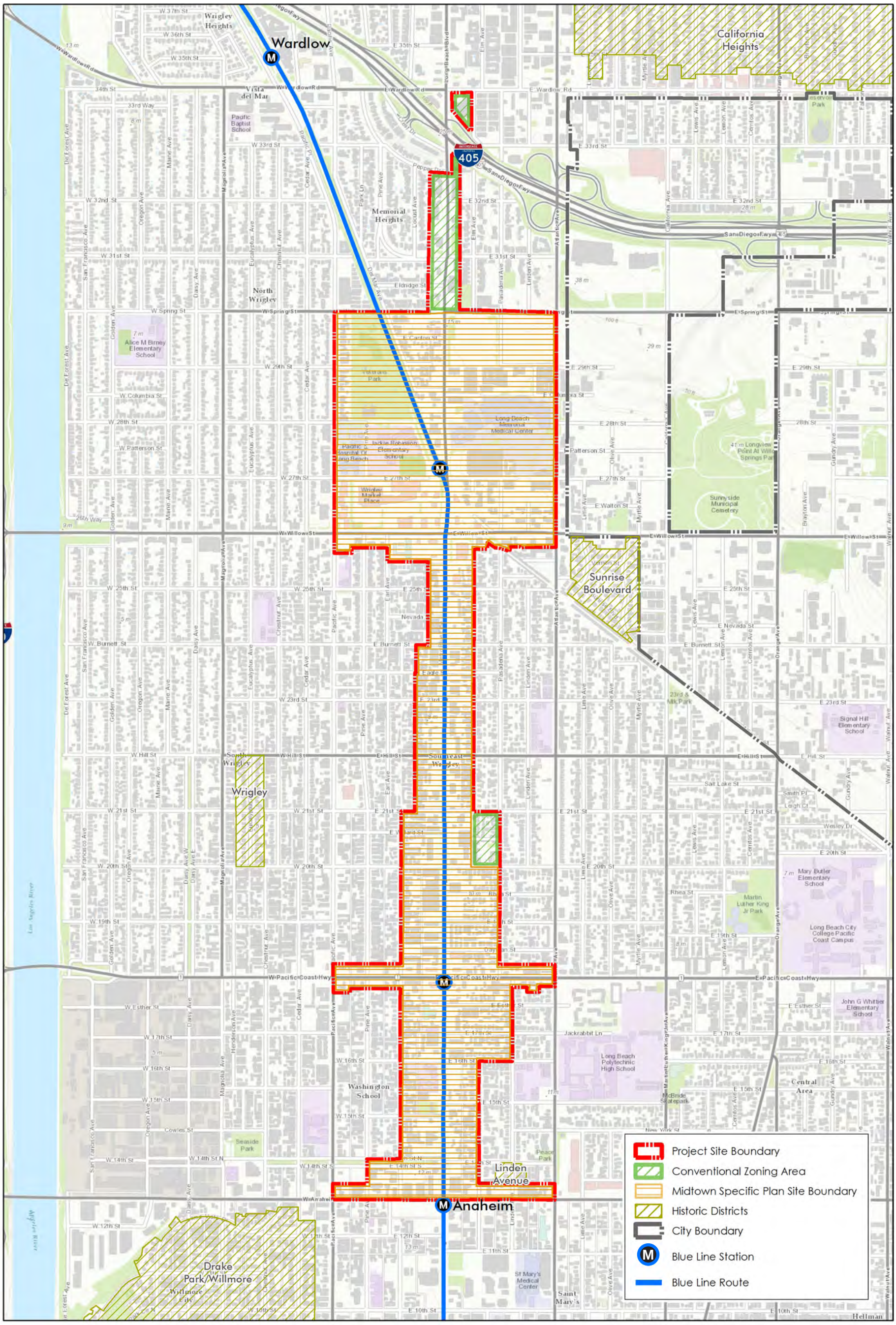
Figure 2 - Local Vicinity

1. Introduction



Source: ESRI, 2014

1. Introduction

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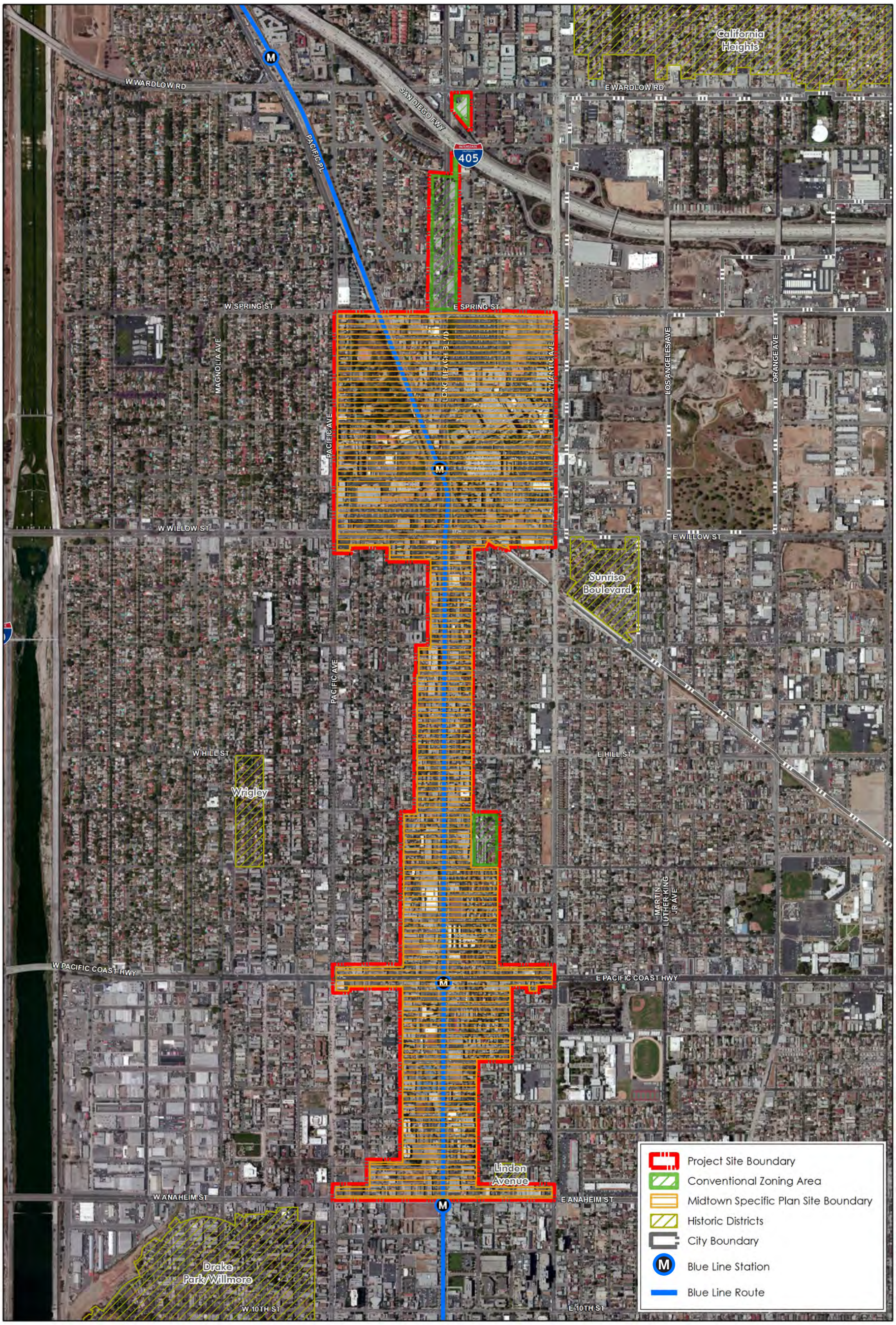
Figure 3 - Aerial Photograph

1. Introduction



Source: ESRI, 2014

1. Introduction

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1.3 PROJECT DESCRIPTION

1.3.1 Project Background

In 2011, PD-29 regulated 311 acres along Long Beach Boulevard from Wardlow Road to 7th Street (including sphere areas and public right-of-way). The Downtown Plan (adopted January 2012) assumed regulatory control of the portion of PD-29, Subarea 5, south of Anaheim Street along Long Beach Boulevard (70 acres). This left roughly 240 acres to be considered by the Midtown Specific Plan. The City determined that the portion of PD-29 north of Spring Street (approximately 15 acres) should convert to conventional commercial zoning and two residential blocks around Officer Black Park (approximately 5 acres) should be removed from the PD-29 sphere and retain their existing conventional zoning, leaving 220 acres of PD-29 for the Midtown Specific Plan. Another 133 additional acres around the Long Beach Boulevard transit nodes and Long Beach Memorial medical center were added to the Midtown Specific Plan area, bringing the total size of this area to approximately 353 acres. As described in detail below, the Proposed Project consists of two areas totaling approximately 373 acres, the 353 acres covered by the Midtown Specific Plan and 20 acres of PD-29 converting to conventional zoning.

1.3.2 Description of the Project

The Proposed Project consists of two areas along Long Beach Boulevard totaling 373 acres, stretching from Anaheim Street on the south to Wardlow Road on the north (see Figures 2, *Local Vicinity*, and 3, *Aerial Photograph*): 1) the Midtown Specific Plan area spanning approximately 353 acres from Anaheim Street on the south to Spring Street on the north, 2) the Conventional Zoning areas, which consist of approximately 15 acres from Spring Street on the south to Wardlow Road on the north, and approximately 5 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). All of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below.

Midtown Specific Plan

The Midtown Specific Plan (Specific Plan) provides a framework for the development and improvement of a 353-acre corridor along Long Beach Boulevard. The Specific Plan acts as a bridge between the Long Beach General Plan and development that would occur within the Midtown Specific Plan area. Jurisdictions may adopt specific plans by resolution or ordinance. The Specific Plan would be adopted by the Long Beach City Council as ordinance and function as the regulatory document that serves as the implementing zoning for the Midtown Specific Plan area, thereby ensuring the orderly and systematic implementation of the Long Beach General Plan. The Midtown Specific Plan would also be referenced as PD-29.

The Specific Plan is intended to be more flexible than conventional zoning to encourage new investment and development along the corridor. The Specific Plan would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities would be founded. It is intended that design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Midtown Specific Plan area be consistent with the intent of the Specific Plan.

1. Introduction

As shown in Table 1, the Midtown Specific Plan area currently contains approximately 1,800 residential units and a little over 2.4 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—1,800 more than existing conditions but about 2,000 less than would be allowed under the current PD-29 and conventional zoning (see Table 1).

Table 1 Land Use Projections for Midtown Specific Plan Area

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,819	5,695	2,427,567	956	196	12,570
Development Projected Under Proposed Midtown Specific Plan	3,619	10,066	2,776,499	983	277	15,357
Development Levels Allowed Under Current Zoning	5,696	16,528	4,812,965	983	277	20,180

Notes: Com = commercial; Emp = employment

SOURCES AND ASSUMPTIONS:

All Scenarios

Data sources: Unless otherwise indicated, the source of assumptions and data is PlaceWorks. All data sources reflect the most current available data at the time of the buildout projections (2014).

Note on hospital and hotel uses in the Midtown Specific Plan area: Building square footages are not included in the total commercial and employment square feet figure. Impacts for these uses are evaluated based on the number of hospital beds, hotel rooms, and employees in place of building square footage.

Existing Land Use

Source for dwelling units, commercial and employment square feet, and hotel rooms: City of Long Beach Parcel Database, 2012-14; and Long Beach Unified School District, 2013.

Population assumptions: 3.41 persons per household (PPH) with an 8 percent vacancy rate based on 2011 US Census American Community Survey.

Source for hospital beds: California Automated Licensing Information and Report Tracking System, 2014.

Employee assumptions: US Census Longitudinal Employer-Household Dynamics (LEHD) Program, 2011; augmented with employment generation factors of 600 square feet per employee for retail uses, 500 square feet per employee for service uses, and 500 square feet per employee for other uses.

Proposed Midtown Specific Plan

Dwelling units assumptions: 1,800 additional units (including 300 units on the campus of the Long Beach Memorial Medical Center) based on approximate midpoint of potential housing demand capture for the Midtown Specific Plan area from 2014 to 2035 as estimated by Strategic Economics in an August 2014 Market Demand Analysis.

Population assumptions: 3.16 PPH for townhouse units and 2.90 PPH for multifamily units, both with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).

Commercial and employment square feet assumptions: Addition of 132,000 square feet of professional office, 330,163 square feet of medical office, and the conversion of industrial uses to other non-industrial uses, based on approximate professional office, medical office, and retail demand estimates for the Midtown Specific Plan area from 2014 to 2035 as estimated by Strategic Economics in an August 2014 Market Demand Analysis, and refined by PlaceWorks. Projection of educational building square footage provided by Long Beach Unified School District, 2013.

Hotel rooms assumptions: Addition of one new business-class hotel.

Hospital beds: California Automated Licensing Information and Report Tracking System, 2014; and California Healthcare Atlas indicating a recent history showing 27 additional licensed beds at College Medical Center (formerly Pacific Hospital of Long Beach).

Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 400 square feet per employee for other uses, with the exception of employees in the Healthcare and Social Assistance industries. For those employees, 2011 LEHD data was extracted from the census tracts that include Long Beach Memorial Medical Center and College Medical Center and augmented by10 percent to project for employment growth.

Development Levels Allowed Under Current Zoning

Dwelling units assumptions: 12 units per acre (upa) for R-2-N, 30 upa for R-4-R and PD-29 subarea 1, 36 upa for PD-25 and CCN, and 75 upa for PD-29 subarea 2 and PD-29 subarea 5 generated by PlaceWorks based on current development standards and land use descriptions.

Population assumptions: 2.90 PPH for units at 30/36/75 upa, and 3.16 PPH for 12 upa; all with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).

Commercial and employment square feet assumptions: Floor area ratios (FARs) of 0.50 to 0.70 for zones, districts, and subareas that permit nonresidential land use, except for PD-29 subarea 2 and PD-29 subarea 5, which assumed an FAR of 2.0; refined and generated by PlaceWorks based on current development standards and land use descriptions.

Hotel rooms assumptions: Addition of one new business-class hotel.

Hospital beds: California Automated Licensing Information and Report Tracking System, 2014; and California Healthcare Atlas indicating a recent history showing 27 additional licensed beds at College Medical Center (formerly Pacific Hospital of Long Beach).

Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 400 square feet per employee for other uses, with the exception of employees in the Healthcare and Social Assistance industries. For those employees, 2011 LEHD data was extracted from the census tracts that include Long Beach Memorial Medical Center and College Medical Center and augmented by10 percent to project for employment growth.

As shown in Table 1, the Midtown Specific Plan would increase potential commercial and employment building square footage to just under 2.8 million square feet (a net increase of almost 350,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds and the addition of a business hotel. As also shown in Table 1, the commercial and employment square footage would also be substantially less under the Midtown Specific Plan compared to what would be allowed under the existing PD-29 and conventional zoning. The proposed land use plan for the Midtown Specific Plan area is shown in Figure 4, *Proposed Midtown Specific Plan Land Use Plan*, while Figure 5, *Current and Proposed Zoning Designations*, depicts the proposed zoning for the Midtown Specific Plan area and the boundary of this area.

Development Districts

The Midtown Specific Plan divides the specific plan area into four development districts, as described below and shown in Figure 4, *Midtown Specific Plan Land Use Plan*. Each district has its own development standards and land use patterns. The acreages noted below exclude the 106 acres of public right-of-way (e.g., streets, public sidewalks) within the Midtown Specific Plan area.

Transit Node (TN) District

The Transit Node District (83 acres) supports compact, transit-oriented mixed-use and residential development centered on the existing three Metro Blue Line stations. This district is characterized by more intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats, and live-work units. Building heights and lot coverage patterns reflect significant intensities and densities, with few restrictions on height limits and a maximum floor area ratio of 4.0. The district accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in mixed-use buildings.

Corridor (CDR) District

The Corridor District (83 acres) is applied to properties along Long Beach Boulevard between Blue Line stations and is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node. Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Multifamily residential and mixed-use projects may reach five stories, while single-use, neighborhood-serving uses occupy buildings between one and three stories. Mixed-use and non-residential projects are centered on key intersections while residential and public/quasi-public uses infill at mid-block locations.

Medical (M) District

The Medical District (63 acres) establishes a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts. The district plans for a campus that activates both Atlantic Avenue and Long Beach Boulevard with a mix of uses, connects physically to Veterans Memorial Park, and engages corridor businesses and the entirety of Midtown programmatically. The district contains a wide range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center will host

events to strengthen its relationship with the local neighborhoods. Access to the campus, facilities, local events, and increased outreach will aid in creating a greater sense of community for the corridor.

Open Space (OS) District

The Open Space District (18 acres) identifies existing areas reserved for community and mini parks, and creates space for new parks. The district maximizes physical and programmatic connections to existing park facilities, with a specific focus on linking Veterans Park with the Medical District. The addition of parklets provide much needed active and passive park spaces for urban neighborhoods along Long Beach Boulevard to promote health, wellness, community gardening, art, and safe places for children and other residents. In order to create the parklets, a number of roadway segments along existing streets intersecting with Long Beach Boulevard would be closed off to vehicular traffic, as discussed below.

Development Standards/Design Guidelines

New development within the Midtown Specific Plan area would be required to comply with the development standards within the specific plan. The development standards detail the allowable building type and form for each district, including lot size, maximum building height, maximum stories, building placement (setback requirements), and parking standards. In addition, there are open space, public right-of-way, and landscaping standards.

The Midtown Specific Plan also includes design guidelines. The design guidelines are intended to promote quality design, consistent with the overall vision, while providing a level of flexibility to encourage creative design. The design guidelines direct the physical design of building sites, architecture, and landscape elements within the Midtown Specific Plan area. This comprehensive approach represents a more understandable and predictable way to shape the physical future of this area by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

Mobility and Streetscape

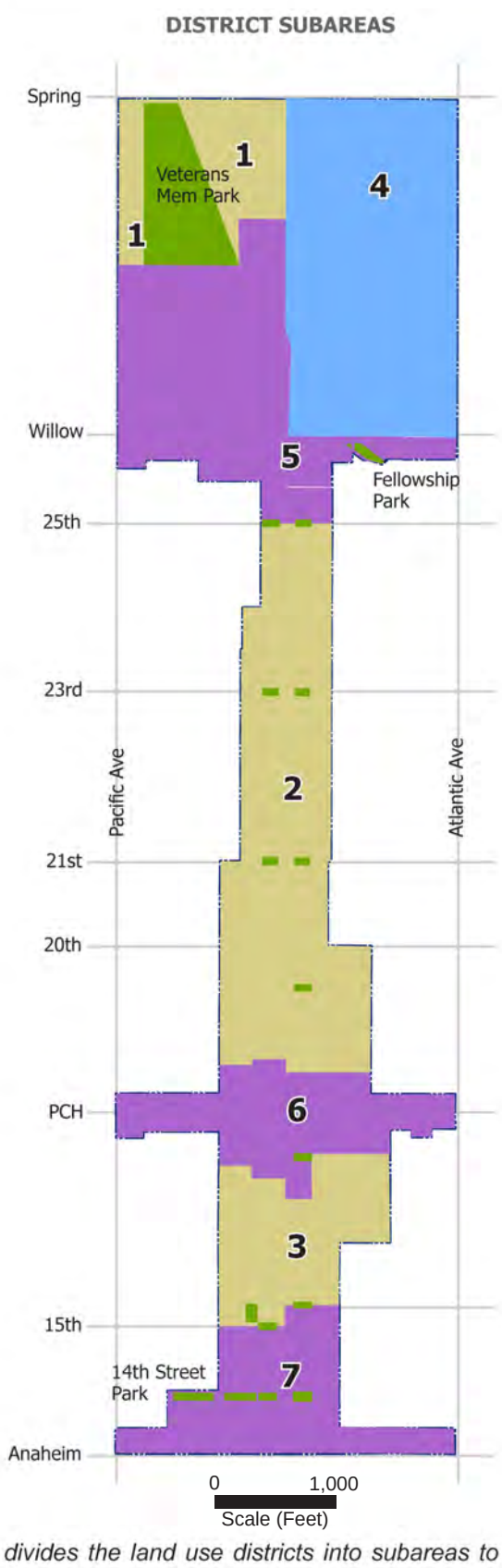
The mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for Midtown consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create an enjoyable area for all users of the corridor.

Implementation of the mobility and streetscape plan would include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

Figure 4 - Proposed Midtown Specific Plan Land Use Plan

Land Use Summary by District					
District	Acres	Typical Density	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/ Hospital Beds
Corridor Districts					
1	12	15-40	258	54,000	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	**83**	**-**	**1,632**	**478,478**	**---**
Medical District					
4	63	20-30	300	757,600	854 beds
Total	**63**	**-**	**300**	**757,600**	**854 beds**
Transit Node Districts					
5	44	30-60	1,626	924,296	175 rooms/ 148 beds
6	20	30-60	724	297,125	102 rooms
7	19	30-60	802	319,000	---
Total	**83**	**-**	**1,687**	**1,540,421**	**277 rooms/ 148 beds**
OS[1]	18	-	-	-	-
ROW	106	-	-	-	-
Total	**353**	**-**	**3,619**	**2,776,499**	**277 rooms/ 983 beds**

Note:
1. The Open Space District is comprised of 15.5 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

Source: PlaceWorks, 2014

1. Introduction

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Figure 5 - Current and Proposed Zoning Designations

Source: City of Long Beach and ESRI, 2014

1. Introduction

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Roadway Segment Closures

The Proposed Project includes the closure of the following roadway segments to vehicular traffic in order to create parklets:

- 25th Street west of Long Beach Boulevard
- 25th Street east of Long Beach Boulevard
- 23rd Street west of Long Beach Boulevard
- 23rd Street east of Long Beach Boulevard
- 21st Street west of Long Beach Boulevard
- 21st Street east of Long Beach Boulevard
- Rhea Street east of Long Beach Boulevard
- Esther Street east of Long Beach Boulevard
- 15th Street west of Long Beach Boulevard
- 15th Street east of Long Beach Boulevard
- 14th Street east of Long Beach Boulevard

Transit

Midtown is currently served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. Implementing the Midtown Specific Plan would, in the long term, convert the existing open platform at Willow Metro Station into an enclosed transit station that could serve as a connection point for multiple lines and modes of transportation. This would include the current Metro Blue Line and the proposed expansion of the Metro Green Line. Moreover, this would also connect the local bus system and other potential types of transit service, such as bus rapid transit and trolley service. Additionally, the enclosed transit station would provide bicycle and pedestrian connections to nearby shops, offices, and parking facilities.

Parking

The Midtown Specific Plan would encourage individuals to utilize public transit and bicycles due to the project's mixed-use character. As a result, the need for parking spaces would decrease in comparison to the existing parking requirements. Overall, parking requirements would vary by land use type, as prescribed in the Midtown Specific Plan.

Infrastructure

In addition to the proposed development, improvements to roadways and utilities may be required to support the Proposed Project. Proposed onsite infrastructure improvements could include storm drains, wastewater, water, and dry utilities that would connect to existing facilities adjacent to the project site. Infrastructure improvements to existing streets to address stormwater management requirements using biotreatment techniques may also be included.

1. Introduction

Land Converting to Conventional Zoning

Based on the recent adoption of the Downtown Plan and the proposed Midtown Specific Plan, and because the City does not anticipate any new residential development, the City determined that the 16 acres of PD-29 between Spring Street on the south and Wardlow Road on the north along Long Beach Boulevard (Conventional Zoning area shown in Figure 5, *Current and Proposed Zoning Designations*) is to be converted to conventional commercial zoning, known as Community Commercial Pedestrian-Oriented (CCP). Converting this area form PD-29 to CCP would occur under a zone change.

The CCP zoning district permits retail and service uses, with buildings built to the street property line and parking located in the side or rear of properties. The existing commercial and employment uses within this Conventional Zoning area consist of one- and two-story buildings with an average floor area ratio (FAR) of 0.30, consistent with this zoning district. The CCP zoning district permits two-story buildings and is projected to build out at a maximum FAR of approximately 0.50 based on the development standards of this zoning district. The proposed zone change would increase the potential employment in the area due to the increase in commercial and employment square footage under the CCP zoning district. As shown in Table 2, the total commercial and employment square footage would increase under the proposed zoning in comparison to what could occur under the existing PD-29 zoning district; however, the number of dwelling units would decrease under the proposed zoning.

Table 2 Land Use Projections for Conventional Zoning Area

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	140	438	212,112	0	0	241
Development Projected Under Proposed Zoning	76	246	237,852	0	0	538
Development Levels Allowed Under Current Zoning	247	773	192,362	0	0	429

Notes: Com = commercial; Emp = employment
SOURCES AND ASSUMPTIONS:
All Scenarios
Data sources: Unless otherwise indicated, the source of assumptions and data is PlaceWorks. All data sources reflect the most current available data at the time of the buildout projections (2014).
Existing Land Use
Source for dwelling units, commercial and employment square feet, and hotel rooms: City of Long Beach Parcel Database, 2012-14.
Population assumptions: 3.41 persons per household (PPH) with an 8 percent vacancy rate based on 2011 US Census American Community Survey.
Employees assumptions: US Census Longitudinal Employer-Household Dynamics (LEHD) Program, 2011; augmented with employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 2,000 square feet per employee for other uses (commercial storage and religious institution).
Development Projected Under Proposed Zoning
Dwelling unit assumptions: Retention of residential units around Officer Black Memorial Park and long term transition of residential north of Spring Street to nonresidential uses.
Population assumptions: 3.41 PPH for residential units with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).
Commercial and employment square feet assumptions: Floor area ratio (FAR) of 0.50 based on current development standards and land use descriptions.
Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 400 square feet per employee for other uses.
Development Levels Allowed Under Current Zoning
Dwelling unit assumptions: Retention of residential units around Officer Black Memorial Park and 30 units per acre for 50 percent of the portion of PD-29 subarea 1 that is not within the proposed Midtown Specific Plan area.
Population assumptions: 3.41 PPH for residential units around Officer Black Memorial Park and 2.90 PPH for residential units north of Spring Street, both with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).
Commercial and employment square feet assumptions: FARs of 0.50 for PD-29 subarea 1a and 0.60 (50 percent nonresidential) for portion of PD-29 subarea 1 that is not within the proposed specific plan boundaries.
Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 400 square feet per employee for other uses.

The CCP zoning district does not permit residential uses. Existing residential uses within the Conventional Zoning area would become legal non-conforming uses, which can remain indefinitely provided they are maintained and occupied in a manner as not to be a nuisance, a blighting influence, or a direct and substantial detriment to the rights of adjoining, abutting, or adjacent uses. Residential uses can expand to a limited degree as legal non-conforming uses.

Additionally, two residential blocks around Officer Black Park (approximately 5 acres) west of Pasadena Avenue between 21st Street and 20th Street (Conventional Zoning area shown in Figure 5, *Current and Proposed Zoning Designations*) would be extracted from PD-29 and retain its underlying conventional zoning , which include Single-family Residential, standard lot (R-1-N); Low-density Multi-family Residential, small lot (R-3-S); and Park (P). No change is expected to occur within this Conventional Zoning area and all existing uses are expected to remain.

Overall Development for Proposed Project (Midtown Specific Plan and Conventional Zoning)

As shown in Table 3, the overall Project Site contains 1,959 residential units and approximately 2.7 million square feet of commercial and employment uses, along with over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to approximately 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 375,000 square feet over existing conditions), concentrating and intensifying development at key transit, employment, and freeway nodes.

Table 3 Overall Land Use Projections for Proposed Project

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,959	6,133	2,639,679	956	196	12,811
Development Projected Under Proposed Project	3,695	10,312	3,014,351	983	277	15,895
Development Levels Allowed Under Current Zoning	5,943	17,301	5,005,327	983	277	20,609

Notes: Com = commercial; Emp = employment

1.3.3 Project Phasing

No specific phasing program has been identified. The Proposed Project would be implemented on a parcel by parcel basis as future development applications are submitted. Public realm improvements would occur as funding becomes available. However, for purposes of environmental analysis, the Proposed Project is expected to be built out by 2035.

1.4 EXISTING ZONING AND GENERAL PLAN

As shown in Figure 5, *Current and Proposed Zoning Designations*, the current zoning designations within the Project Site include:

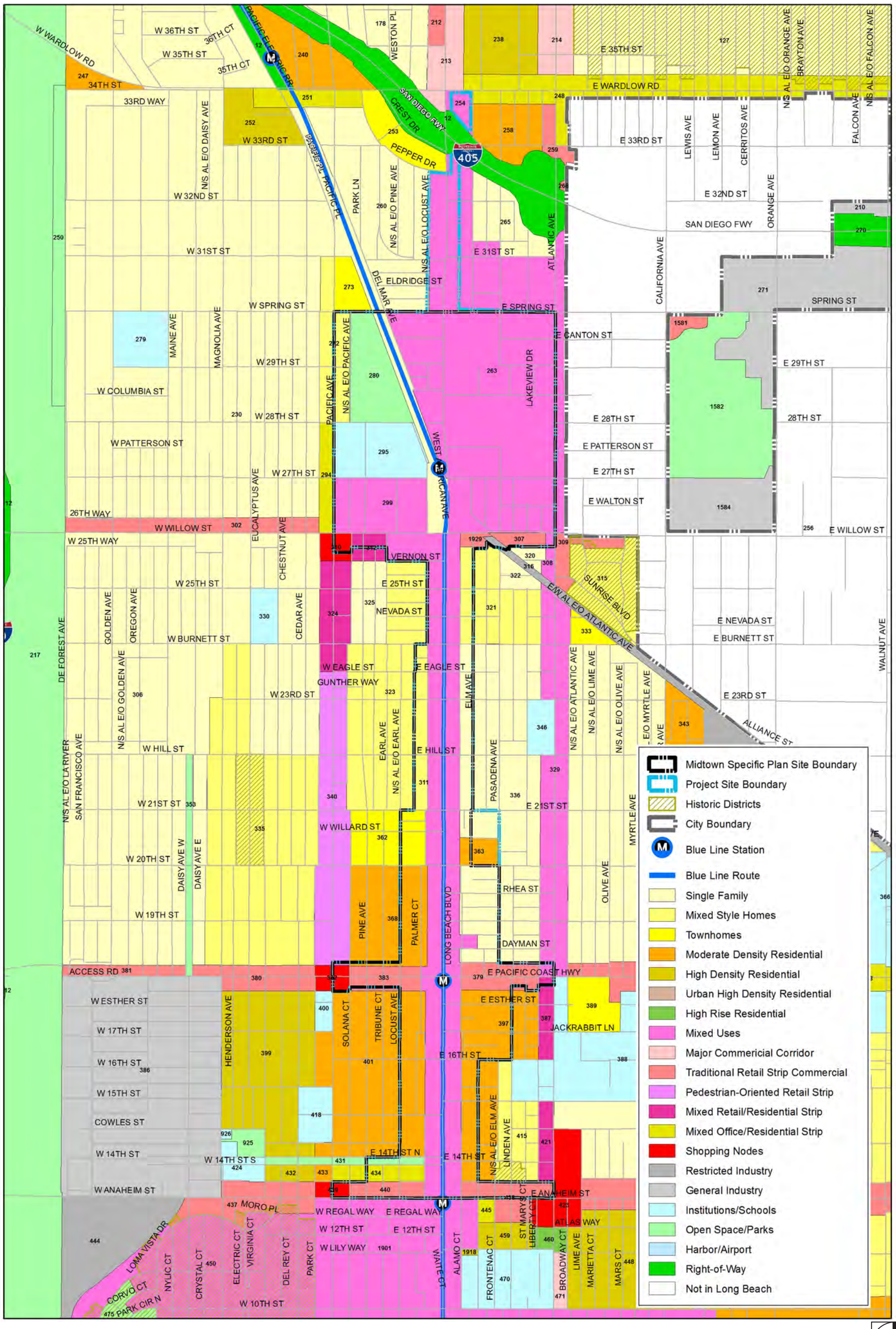
- R-2-N Two-family Residential, standard lot
- R-3-S Low-density Multi-family Residential, small lot
- R-4-R Moderate-density Multiple Residential
- Community Commercial Automobile-Oriented (CCA)/Regional Highway Commercial (CHW)/Highway Commercial (CH)/Neighborhood Commercial Automobile-Oriented (CAN)/Neighborhood Pedestrian-Oriented Commercial (CNP)/Community R-4-N Commercial (CCN)
- Planned Development (PD)-22/PD-25
- Institutional (I)
- Park (P)
- Public Right-of-Way (PR)

As shown in Figure 6, *Existing General Plan Land Use Designations*, the existing general plan designations for the Project Site include:

- Land Use District No. 1 – Single-Family District
- Land Use District No. 2 – Mixed Style Homes District
- Land Use District No. 3A – Townhomes
- Land Use District No. 3B – Moderate Density Residential District
- Land Use District No. 7 – Mixed Use District
- Land Use District No. 8A – Traditional Retail Strip Commercial District
- Land Use District No. 8R – Major Commercial Corridor
- Land Use District No. 8N – Major Commercial Corridor
- Land Use District No. 9A – General Industry
- Land Use District No. 10 – Institutional and School District
- Land Use District No. 11 – Open Space and Park District

Figure 6 - Existing General Plan Land Use Designations

1. Introduction



Source: City of Long Beach, Development Services and Department of Techonology Services, January, 2012.

1. Introduction

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1.5 CITY ACTION REQUESTED

The following discretionary approvals by the City of Long Beach are required to approve the Proposed Project:

- General Plan Amendment
- Zone Change
- Specific Plan Approval
- Program EIR Certification

1.6 FUTURE USE OF SPECIFIC PLAN AND PROGRAM EIR

1.6.1 Specific Plan

Refer to the *Midtown Specific Plan* subsection of Section 1.3.2, *Description of the Project*, for a discussion of the future use of the Specific Plan.

1.6.2 Program EIR

As stated above, this Initial Study has been prepared to support the preparation and certification of a PEIR. As provided in Section 15168 of the CEQA Guidelines, a PEIR may be prepared on a series of actions that may be characterized as one large project. Use of a PEIR provides the City with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a PEIR has been prepared, subsequent activities (e.g., new residential or commercial development, new park space development) within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities (e.g., capital improvement programs, streetscape enhancements and changes, adaptive reuse of existing buildings) could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a PEIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the PEIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the PEIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. In this case, the PEIR still serves a valuable purpose as the first-tier environmental analysis.

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Midtown Specific Plan

2. **Lead Agency Name and Address:**
City of Long Beach
Development Services
333 West Ocean Boulevard
Long Beach, CA 90802

3. **Contact Person and Phone Number:**
Angela Reynolds, AICP, Deputy Director, Development Services
562.570.6369
angela.reynolds@longbeach.gov

4. **Project Location:**
The Project Site comprises approximately 373 acres oriented to the portion of Long Beach Boulevard that traverses the City of Long Beach in southern Los Angeles County. The Project Site generally includes parcels adjacent to Long Beach Boulevard between Wardlow Road on the north and Anaheim Street on the south. The corridor's eastern edge is adjacent to the city boundary of Signal Hill.

5. **Project Sponsor's Name and Address:**
City of Long Beach (see above)

6. **General Plan Designation:** A detailed description is included in Section 1.4 above.

7. **Zoning:** A detailed description is included in Section 1.4 above.

8. **Description of Project**: A detailed description is included in Section 1.3 above.

9. **Surrounding Land Uses and Setting**:
The Project Site is in a highly urbanized, built-out area of the City. It is generally surrounded by residential uses, which vary widely in character and density and include single-family neighborhoods and apartment complexes. Long Beach Boulevard acts as a main north-south thoroughfare through the City.

10. **Other Public Agencies Whose Approval Is Required:**
None

2.2 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," as indicated by the checklist on the following pages.

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

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

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

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

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

Signature — *Date* 3/5/15

ANGELA REYNOLDS
Printed Name — *For*

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

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

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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

2. Environmental Checklist

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

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist.

3.1 AESTHETICS

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

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

No Impact. Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. Although the southern portion of the Project Site is only slightly more than a mile north of the Pacific Ocean, views of the ocean are largely obstructed by existing building and structures and do not constitute scenic vistas. Implementation of the Proposed Project would intensify land use along the Long Beach Boulevard corridor. However, development allowed under the Proposed Project would not have the potential to obstruct or otherwise impact existing public views of scenic vistas, as none exist along the corridor. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. There are no rock outcroppings or any other scenic resources on or adjacent to the Project Site. There are some ornamental trees in onsite landscaped areas and in parking areas, but these trees are not considered scenic resources. They are typical of landscaped ornamental trees in urban areas of Southern California. Therefore, the removal of some of the trees onsite would not damage scenic resources and no impact would occur. Additionally, there are no state scenic highways adjacent to or near the project area as designated by the State of California Department of Transportation (Caltrans 2011). The Project Site is not within a state scenic highway, nor is it visible from any officially designated scenic highway. Therefore, the

Proposed Project would not damage scenic resources within a state scenic highway and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

Potentially Significant Impact. The Project Site is in a highly urbanized, built-out portion of the City of Long Beach and is developed with a mixture of commercial and residential uses. The Proposed Project would allow a net increase of approximately 1,700 residential units and approximately 375,000 square feet of commercial space over existing conditions within the Project Site. Implementation of the Midtown Specific Plan would allow redevelopment of existing uses within the Midtown Specific Plan area, resulting in new development that differs from existing land uses in scale, mass, density, and character. The Midtown Specific Plan would also identify design goals, development standards and design guidelines that would have the potential to alter the visual character of the Midtown Specific Plan area. The EIR will evaluate potential impacts to visual character and quality and will identify mitigation measures as necessary.

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

Potentially Significant Impact. The Project Site is currently developed with a variety of uses and is located in an urbanized area of the City. Existing sources of light include street lights, vehicle headlights, building and security lights, and parking lot lights. Implementation of the Proposed Project would introduce new uses to the Project Site, including multi-story buildings up to seven stories tall in the Transit Node District. These new uses and related lighting could increase levels of light and glare above existing conditions, potentially resulting in impacts to day or nighttime views. The PEIR will analyze potential impacts relating to light and glare and will identify mitigation measures as necessary.

3.2 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 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.

II. 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 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:

	Issues	Potentially Significant Impact	Less Than Significant 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?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

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. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) mapped in or near the Project Site (CDC 2012). The California Department of Conservation indicates that the Project Site is categorized as "Urban and Built-Up", which is defined as "land occupied by structures with a building density of at least one unit to 1.5 acres or approximately six structures to a 10-acre parcel; common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment and water control structures" (CDC 2012). Therefore, implementation of the Proposed Project would not convert mapped farmland to nonagricultural use and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3. Environmental Analysis

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

No Impact. The Williamson Act restricts conversion of privately owned farmland and open space to non-agricultural space uses via contract with local governments. In exchange, the land is taxed based on actual use rather than potential market value. According to the California Department of Conservation, there are no Williamson Act contracts in effect on or adjacent to the Project Site. Therefore, future development in the project area would not result in the conversion of areas zoned for agriculture uses to nonagricultural uses. No impact would occur from implementation of the Proposed Project. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. Implementation of the Proposed Project would not rezone or conflict with existing zoning of forest land or timberland as defined by Public Resources Code Section 12220(g) or 4526 or Government Code Section 51104(g). Long Beach does not have any areas designated as forest land or timberland for production or resource management. Therefore, the Proposed Project would not cause impacts to forest land or timberland. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. See response 3.2(c) above. Additionally, there are no forest lands on or near the Project Site. Implementation of the Proposed Project would not convert forest land to nonforest use, and no impacts related to the loss of forest land would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. As discussed above, there are no agricultural or forest resources on or near the Project site. No impacts would occur from implementation of the Proposed Project. Therefore, this issue will not be addressed in the PEIR and no mitigation measures are necessary.

3.3 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.

III. 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:				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
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)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?			X	

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

Potentially Significant Impact. The City of Long Beach is in the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). SCAQMD's 2012 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Intensification of development under the Proposed Project where transit is available could offset potential increases of air pollutant emissions. However, buildout of the Proposed Project would involve changes in land use intensity and traffic patterns, potentially resulting in an increase of air pollutant emissions and could potentially result in significant impacts to air quality. The PEIR will assess the Proposed Project's consistency with the AQMP and identify mitigation measures as necessary.

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

Potentially Significant Impact. The Project Site is in the SoCAB, which is designated nonattainment for ozone (O_3), fine inhalable particulate matter ($PM_{2.5}$), coarse inhalable particulate matter (PM_{10}), and lead (Los Angeles County only) under the California and National ambient air quality standards (AAQS) and nonattainment for nitrogen (NO_2) under the California AAQS. Development pursuant to the Proposed Project may impact air quality during construction and operation of planned uses and would generate an

increase in vehicle trips. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution within the planning area may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The PEIR will evaluate the potential for buildout of the Proposed Project to generate significant air quality impacts. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, lead (Los Angeles County only), and NO_2 (state only). Buildout of the Proposed Project would increase existing levels of criteria air pollutants generated by land uses in the Project Site and would contribute to the nonattainment status of the SoCAB. The PEIR will evaluate air quality impacts of the Proposed Project and identify policies intended to reduce air quality impacts for the Proposed Project. Mitigation measures will be identified as necessary.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Future development pursuant to implementation of the Proposed Project may expose existing and/or new sensitive receptors to substantial pollutant concentrations. The PEIR will evaluate the potential for construction and operation of the Proposed Project to exceed SCAQMD's localized significance thresholds (LSTs) in accordance with SCAQMD's guidance methodology. Mitigation measures will be identified as necessary.

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

Less Than Significant Impact. Future development that would be accommodated under the Proposed Project would not emit objectionable odors that would affect a substantial number of people. A project would result in a significant impact relating to odors if it would create an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by new residential and nonresidential land uses under the Proposed Project are not expected to be significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402. Likewise, existing facilities are required to be in compliance with SCAQMD Rule 402 to prevent nuisances on sensitive land uses.

Additionally, emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds from architectural coatings and paving activities, may generate odors; however, these odors would be temporary and are not expected to affect a substantial number of people. Temporary emissions are also controlled by permitting regulations.

Therefore, impacts related to objectionable operational- and construction-related odors would be less than significant. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3.4 BIOLOGICAL RESOURCES

IV. BIOLOGICAL RESOURCES. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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?			X	
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?				X
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?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

3. Environmental Analysis

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?

Less Than Significant Impact. Sensitive biological resources are habitats or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution. The Project site is in a highly urbanized are of the City (see Figure 3, *Aerial Photograph*) and nearly all of the Project Site is developed with urban land uses. Sensitive animal and plant species have been identified within the Long Beach region, including species identified in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB). This database lists special-status wildlife species that have historically occurred within regions of California, including Long Beach. It is important to note that the inclusion of species in the database does not mean that the listed species would occur within the Project Site. The potential presence of a species is dependent on the type of habitat available.

The CNDDB indicates that eleven rare plant species and ten sensitive, federally- and state-listed wildlife species have been identified in the Long Beach region. However, most of the species are presumed extirpated (rooted and destroyed) due to the highly urbanized state of the City. Those listed as possibly extant have not been observed within the region for at least 15 years, the most recent of which was 1998.

The Project Site does not support these species and habitat types due to the Project Site being graded, disturbed, and highly urbanized. The Project Site is surrounded by urban land uses and isolated from areas supporting suitable habitat for sensitive species. Therefore, impacts to the habitat of candidate, sensitive, or special status species would be less than significant upon implementation of the Proposed Project. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. No riparian habitat or other sensitive natural communities occur in the Project Site. The Project Site is not included in local or regional plans, policies, and regulations that identify riparian habitat or other sensitive natural communities. Therefore, no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. Although the potential development area contains no natural wetlands, the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory designates the channelized Los Angeles River, 0.9 miles west of the project area, as an estuarine and marine deepwater habitat along with a freshwater emergent wetland (USFWS 2014). However, this waterway, which drains into the Pacific Ocean, consists of a fenced, man-made concrete channel with limited vegetation. The channel would not be altered by development built pursuant to the Proposed Project. Project implementation would also not involve direct removal, filling, hydrological interruption, or other direct or indirect impact to wetlands under jurisdiction of regulatory agencies. Therefore, no impact to federally protected wetlands would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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?

Less Than Significant Impact. The Project Site is almost entirely developed and is surrounded by developed urban uses. Thus, the project area is not available for overland wildlife movement or migration. The Project Site contains some trees, but these are primarily ornamental street trees and small groupings of other ornamental trees that do not provide suitable nesting habitat for migratory birds. New construction or redevelopment allowed under the Proposed Project would not substantially interfere with a wildlife corridor. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. Trees in Long Beach are protected under Chapter 14.28 (Trees and Shrubs) of the City's Municipal Code, which regulates the planting, maintenance, and removal of trees in the City. Projects developed under the Proposed Project may involve the removal of existing ornamental trees, including street trees. However, those projects would be required to comply with provisions of the City's Municipal Code as identified above. Therefore, implementation of the Proposed Project would not conflict with local polices or ordinances protecting trees and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in the City. Therefore, the Proposed Project would not conflict with the provisions of an adopted habitat conservation plan and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3.5 CULTURAL RESOURCES

V. CULTURAL RESOURCES. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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 § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

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

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

As shown in Figure 13 (City of Long Beach Designated Historic Districts) of the City's General Plan Historic Preservation Element, there are 17 neighborhoods in the City identified as historic districts (City of Long Beach 2014a). The City also maintains a list of historic landmarks, which currently includes 130 properties (City of Long Beach 2014b). The Project Site includes one historically important resource, the Packard Motors building located on Anaheim Street, which is located in the southernmost border of the Project Site. However, this building is protected by the Packard Motors Building Ordinance (Ordinance No. C-7593), which establishes regulations for the on-going preservation of the building. No other historic properties are located within the Project Site. Therefore, this topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. The Project Site is located within a developed area of Long Beach and has already been subjected to grading activities associated with existing development. As the project site has already been previously disturbed and developed, it has already been subject to similar construction and ground-disturbing activities associated with the Proposed Project. No archaeological or paleontological resources were identified during prior development actives within the Project Site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. Additionally, the potential for archeological or paleontological resources to be present in site soils that would be disturbed is lower than the potential would be on an undisturbed site. Furthermore, the Project Site and immediate surroundings are not recognized as an area having the potential for subsurface archeological or paleontological resources. Therefore, the likelihood of discovering archaeological or paleontological resources is considered very low and no impact would occur. This topic will not be evaluated in the EIR and not mitigation measures are necessary.

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

No Impact. See response to Section 3.5(b), above.

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

No Impact. California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the Proposed Project is unlikely to result in the discovery of human remains, compliance with existing law would further ensure that significant impacts to human remains would not occur. This topic will not be evaluated in the PEIR and no mitigation measures are required.

3.6 GEOLOGY AND SOILS

VI. GEOLOGY AND SOILS. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
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?				X

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? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes. An active fault is a fault that has had surface displacement within the last 11,000 years. The nearest Alquist-Priolo Earthquake Fault Zone to the Project Site is the Newport-Inglewood Fault, which intersects Long Beach Boulevard between Spring Street and Wardlow Road, on the northern end of the Project Site

(CGS 2010). As a result, the risk of surface rupture in or near the Project Site is considered high. This topic will be evaluated in the PEIR and mitigation measures will be identified as necessary.

ii) Strong seismic ground shaking?

Potentially Significant Impact. There are several known active faults in the region, including the Newport-Inglewood Fault system and the Puente Hills Fault. Therefore, a major earthquake along any of the region's major active faults will likely cause seismic ground shaking in the Project Site.

Project-related structures and buildings would be required to be designed and built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2], adopted by reference as Chapter 183.40 (Building Code) in the City's Municipal Code), which contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the probable strength of ground motion. However, strong seismic ground shaking could result in liquefaction, subsidence, and other impacts that could expose people and structures to adverse effects. Therefore, implementation of the Proposed project could result in significant hazards arising from strong ground shaking. Impacts related to seismic ground shaking would be potentially significant and this topic will be further evaluated in the PEIR. Mitigation measures will be identified as necessary.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction refers to soils that lose their load-supporting capability when strongly shaken. In general, soils that are susceptible to liquefaction are loose, saturated granular soils having low content of fine-grained particles (such as clays) and under low confining pressures. Liquefaction can make soils highly mobile, leading to lateral movement, sliding, consolidation, and settlement of loose sediments; sand boils; and other damaging deformations. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

Portions of the northwestern corner of the Project Site are within the liquefaction zone identified in the State of California Seismic Hazard Zones Map (Long Beach Quadrangles) (CGS 1999). This portion of the Project Site may be prone to liquefaction due to a shallow groundwater condition, especially during wetter years, which is associated with high liquefaction potential. Therefore, a risk of ground deformation due to liquefaction exists. This topic will be studied further in the PEIR and mitigation measures will be identified as necessary.

iv) Landslides?

No Impact. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. The Project Site is generally flat with no significant slopes, in exception for the slopes on the adjacent Signal Hill in the northern portion of the Project Site. The State of California Seismic Hazard Zones Map (Long Beach Quadrangle) indicates that the Project Site is not within an area susceptible to landslides (CGS 1999). Therefore, no impacts related to landslides are anticipated. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3. Environmental Analysis

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. The Project Site is in a highly urbanized, built-out portion of the City and is largely flat; soils have already been disturbed by existing development. Although soils in the Project Site could experience erosion during construction and development of individual projects pursuant to the Proposed Project, implementation of the Proposed Project would not cause substantial soil erosion.

The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (General Construction Permit) contains water quality standards and stormwater discharge requirements applying to construction projects of one acre or more. The General Construction Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The General Construction Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Examples of BMPs that are commonly included in SWPPPs are shown in Table 4, below.

Table 4 Examples of Construction-Phase Stormwater Pollution Prevention BMPs

Category	Goal	Sample Measures
Erosion Controls	Prevent soil particles from being detached from the ground surface and transported in runoff	Preserving existing vegetation; soil binders; geotextiles and mats
Sediment controls	Filter out soil particles that have entered runoff	Barriers such as slit fences and gravel bag berms; and street sweeping
Tracking Controls	Prevent soil from being tracked offsite by vehicles	Stabilized construction roadways and entrances/exits
Wind Erosion Control	Prevent soil from being transported offsite by wind	Similar to erosion controls above
Non-stormwater Management	Prevent discharges of soil from site by means other than runoff and wind	BMPs regulating various construction practices; water conservation
Waste and Materials Management	Prevent release of waste materials into storm discharges	BMPs regulating storage and handling of materials and wastes

Future development within the Project Site would be required to comply with the NPDES permit by preparing and implementing a SWPPP specifying BMPs for minimizing pollution of stormwater with soil and sediment during project construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant. This topic will not be further evaluated in the PEIR and no mitigation measures are necessary.

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?

Potentially Significant Impact. Liquefaction and lateral spreading are addressed above in Section 3.6.a.iii, and landslides are addressed above in Section 3.6.a.iv. There is a potential for geologic hazards to occur within the confines of the Project Site. This topic will be evaluated in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking can shift, crack, or break structures built on such soils. There is a potential for expansive soils to exist within the confines of the Project Site. This issue will be further evaluated in the PEIR and mitigation measures will be identified as necessary.

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 Proposed Project would not involve the use of septic tanks or alternative wastewater disposal systems. Future development in the Project Site would use City sewer lines and wastewater disposal systems. Therefore, no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3.7 GREENHOUSE GAS EMISSIONS

VII. GREENHOUSE GAS EMISSIONS. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			

3. Environmental Analysis

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

Potentially Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40- plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which will address GHG emissions on a statewide, cumulative basis. The Proposed Project's construction activities, operation, and increase in vehicle traffic have the potential to generate GHG emissions that could significantly impact the environment. The PEIR will evaluate the potential for the Proposed Project to generate a substantial increase in GHG emissions. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The California Air Resources Board's (CARB) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target, established by AB 32, of 1990 emission levels by year 2020. In addition, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The Southern California Association of Government's (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. The Proposed Project would generate a net increase of GHG emissions from construction and operational activities within the City. Because GHG emissions generated by the Proposed Project may be substantial, the Proposed Project may conflict with GHG reduction targets of CARB's Scoping Plan and impacts are potentially significant. The PEIR will evaluate consistency with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Mitigation measures will be identified as necessary.

3.8 HAZARDS AND HAZARDOUS MATERIALS

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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?			X	
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
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?	X			
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?				X

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 term "hazardous material" is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of "hazardous material" is the same as that outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be

> injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as that in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Project Operation

Operation of the future residential uses that would be accommodated under the Proposed Project would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. Operation of the future commercial uses would also involve use of small amounts of hazardous materials. The types of commercial uses, and thus the types of hazardous materials to be used, are not yet known. However, the use of commercial-grade chemicals, cleaners, and solvents would be anticipated from the proposed retail/commercial uses. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Project Site.

The use, storage, transport, and disposal of hazardous materials by future residents and commercial tenants of the Proposed Project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, County of Los Angeles Department of Environmental Health, and Long Beach Fire Department (LBFD).[1] Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Additionally, future residential and commercial uses of the Proposed Project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the City of Long Beach and LBFD.

Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during project operation would not occur. Impacts would be less than significant and no mitigation measures are necessary.

[1] LBFD is the Certified Unified Program Agency (CUPA) for the City of Long Beach. The Certified Unified Program coordinates and makes consistent enforcement of several federal and state regulations governing hazardous materials.

Project Construction

Construction activities of the Proposed Project would involve the use of larger amounts of hazardous materials than would project operation. Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature. Project construction workers would also be trained in safe handling and hazardous materials use.

Additionally, as with project operation, the use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, strict adherence to all emergency response plan requirements set forth by the City of Long Beach and LBFD would be required through the duration of the project construction.

Therefore, hazards to the public or the environment arising from the routine use of hazardous materials during project construction would be less than significant and no mitigation measures are necessary.

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?

Potentially Significant Impact. The Project Site is currently built out with residential and commercial uses. Further analysis is necessary to characterize the existing conditions within the Project Site with respect to past and current activities involving the handling, use, storage, transport, or emission of hazardous materials. Based on the findings of the analysis, it can be determined whether the Proposed Project could involve a risk of release of hazardous materials into the environment. Therefore, potentially significant impacts may occur. This topic will be evaluated in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. There are six schools within proximity of the Project Site (Jackie Robinson Academy, Oakwood Academy, Colegio New City School, Hancock University, PAAL Academy, and Desert Sands Charter High School) and four schools within one-quarter mile of the Project Site (Long Beach Polytechnic High School, Roosevelt Elementary, Burnett Elementary, and Holy Innocents Parish). Implementation of the Proposed Project is not anticipated to involve the handling of hazardous materials other than fuels, greases, paints, and cleaning materials in limited quantities. Individual projects developed

pursuant to the Proposed Project would be required to comply with applicable laws and regulations governing the use, storage, and transportation of hazardous materials. However, nearby schools may be affected by construction-related emissions generated in the Project Site. Construction-related air quality emissions will be analyzed in the EIR and mitigation measures will be identified as necessary.

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?

Potentially Significant Impact. California Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. Further evaluation in the PEIR is required to identify whether hazardous materials sites exist on or in the vicinity of the Project Site. This issue will be analyzed in the PEIR and mitigation measures will be identified as necessary.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or 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 use airport is Long Beach Municipal Airport, which is approximately two miles east of the Project Site. The Project Site is not within the airport's land use plan and is outside of the areas where land uses are regulated respecting air crash hazards, and areas where heights of structures are limited to prevent airspace obstructions for aircraft approaching or departing Long Beach Municipal Airport. Therefore, implementation of the Proposed Project would not result in hazards related to aircraft operating to and from Long Beach Municipal Airport and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. See response to Section 3.8(e), above.

Additionally, there are no private air strips adjacent to or within the vicinity of the project site; however, there is one private heliport (Long Beach Memorial Medical Center Heliport) in the northern portion of the Project Site. Additionally, there are number of private heliports within proximity of the project site, including the St. Mary Medical Center Heliport, Queen Mary Heliport, Queensway Bay Heliport, and NAA Long Beach Port Helistop (Airnav.com 2014). Over congested areas, helicopters are required to maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14 Section 91.119). Additionally, helicopter takeoffs and landings at these private heliports are sporadic and would not pose a hazard to future residents and workers of the Proposed Project. Therefore, project development would not cause any hazards related to aircraft

operating to or from private airstrips or heliports. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

Less Than Significant Impact. Implementation of the Proposed Project would not conflict with the City of Long Beach or Los Angeles County's emergency response or evacuation plans. Although construction of physical improvements to Long Beach Boulevard under the Proposed Project may result in temporary lane closures or rerouting of vehicular traffic—including emergency response vehicles—police and fire services could be provided without interruption. The proposed reconfiguration of and improvements to Long Beach Boulevard would not decrease its number of travel lanes nor its functionality, ensuring continued access to the project area and surrounding areas by emergency access vehicles.

Additionally, during the construction and operation phases, future residential and commercial uses under the Proposed Project would not interfere with any of the daily operations of the City's Emergency Operation Center (at 2990 Redondo Avenue), LBFD, or the Long Beach Police Department. All construction activities would be required to be performed per the City's and LBFD's standards and regulations. Future development under the Proposed Project would be required to provide the necessary on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases. Future development under the Proposed Project would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations as set forth by LBFD and in the Chapter 18.48 (Fire Code) of the City's Municipal Code, to ensure that they do not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Therefore, the Proposed Project would not impair implementation of or physically interfere with the City of Long Beach or Los Angeles County's emergency response or evacuation plans. Project-related impacts would be less than significant. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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 Project Site is in a highly urbanized, built-out portion of the City and is outside of fire hazard severity zones designated by the California Department of Forestry and Fire Protection (CAL FIRE). The nearest high severity zones are in the Rolling Hills, approximately 13 miles southwest of the Project Site (CAL FIRE 2012). Future development under the Proposed Project would not pose wildfire-related hazards to people or structures. Therefore, no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3. Environmental Analysis

3.9 HYDROLOGY AND WATER QUALITY

IX. HYDROLOGY AND WATER QUALITY. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	X			
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)?	X			
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 a substantial erosion or siltation on- or off-site	X			
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?	X			
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?	X			
f) Otherwise substantially degrade water quality?	X			
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X

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

Potentially Significant Impact. The US Environmental Protection Agency (EPA) establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System program to control direct stormwater discharges. In Long Beach, the Santa Ana Regional Water Quality Control Board (RWQCB) administers the NPDES permitting programs and is responsible for developing waste discharge requirements. Construction and operation of future projects developed pursuant to the Proposed Project have the potential to discharge

sediment and pollutants to storm drains and receiving waters. Potential impacts to water quality will be evaluated in the PEIR and mitigation measures will be identified as necessary.

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)?

Potentially Significant Impact. Although the Project Site is in an urbanized, developed area of Long Beach with a high percentage of impervious surfaces, implementation of the Proposed Project would increase development intensity in the Project Site and may increase impervious surfaces. Furthermore, implementation of the Proposed Project would increase the number of residents and workers in the City. Therefore, total domestic water demand for the Project Site could rise, and this could contribute to the overall demand for local and regional groundwater supplies. Impacts to groundwater supplies and recharge potential due to implementation of the Proposed Project will be evaluated in the EIR and mitigation Measures will be identified as necessary.

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 a substantial erosion or siltation on- or off-site.

Potentially Significant Impact. Implementation of the Proposed Project, including improvements to Long Beach Boulevard and development of individual projects pursuant to the Midtown Specific Plan, is not anticipated to substantially alter the existing drainage pattern of the Project Site. No streams or rivers traverse the project area, which is already developed and largely flat. The nearest river to the project site is the Los Angeles River, which is approximately one mile west of the project area. Redevelopment allowed under the proposed zoning designations would not involve alteration of the river's course. However, impacts relating to erosion and siltation may occur as a result of grading and construction activities of future development projects that would be accommodated under the Proposed Project. Therefore, this topic will not be evaluated in the EIR and mitigation measures will not be necessary.

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?

Potentially Significant Impact. Implementation of the Proposed Project would not substantially alter the existing drainage pattern of the Project Site, nor is the potential increase in surface runoff anticipated to be substantial. However, buildout of the Proposed Project would increase development intensity in the project area, potentially increasing the amount and/or rate of surface runoff. This topic will be evaluated in the PEIR to determine the significance of such impacts and mitigation will be identified as necessary.

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?

Potentially Significant Impact. Development in accordance with the Proposed Project would involve alteration and redistribution of land uses in the Project Site. Increased urbanization may increase the amount of runoff and discharge of sediments and pollutants to stormwater drainage systems. An infrastructure and utilities study will be prepared as part of the PEIR to determine whether existing storm drain facilities are adequate to collect and convey runoff generated by new development in the Project Site, or if new facilities would be needed. Significant impacts may occur. The PEIR will evaluate potential impacts to stormwater systems and water quality and mitigation measures will be identified as necessary.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. Development in accordance with the Proposed Project would involve the alteration and redistribution of land use designations. Current and future uses may result in discharge of sediment and pollutants, which in turn could affect water quality. The PEIR will evaluate potential impacts to water quality and mitigation measures will be identified as necessary..

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. Substantial portions of the Project Site between Anaheim Street and Wardlow Road are mapped in Zone X of Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA 2008). Zone X areas are moderate flood hazard areas between the limits of the base flood and the 0.2 percent annual chance (or 500-year) flood, but not within a 100-year flood hazard area. Therefore, this topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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

No Impact. See response to Section 3.9(g), above.

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. Implementation of the Proposed Project would not 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. The Project Site is not located within a 100-year flood zone, as noted above. Additionally, the Project Site is not located near a body of water that includes a levee or dam. Therefore, no impacts would occur and this issue will not be evaluated in the PEIR. No mitigation measures are necessary

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Thirteen dams in the greater Los Angeles area moved or cracked during the 1994 Northridge earthquake. However, none were severely damaged. This low damage level was due in part to completion of the retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act. Additionally, there are no water storage facilities or bodies of water on or near the Project Site that could pose a flood hazard to the site due to a seiche or failure of an aboveground reservoir. Therefore, impacts from a seiche would not occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

Tsunami

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project Site is approximately two miles inland from the Pacific Ocean, outside of the Tsunami Hazard Zone identified by the California Emergency Management Agency (Cal EMA 2014). Therefore, the possibility of the Project Site being affected by a tsunami is negligible and no impacts would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The Project Site is relatively flat and would not be susceptible to any mudflow. No mudflow impacts would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3.10 LAND USE AND PLANNING

X. LAND USE AND PLANNING. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
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?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

3. Environmental Analysis

a) Physically divide an established community?

No Impact. The vision for the Midtown Specific Plan is to transition the Long Beach Boulevard corridor from its current state as a underutilized, low-scale commercial corridor dominated by automotive-oriented businesses and vacant lots to a vibrant mixed-use corridor where walkable streetscapes link housing with transit and neighborhood-serving commercial uses. The intent of the Midtown Specific Plan is to revitalize the area and create a unique sense of place. Implementation of the Midtown Specific Plan would help create a sense of place along the corridor by creating a unifying streetscape, integrating a multi-modal circulation network, and encouraging strategic development opportunities along the corridor. Streetscape improvements would aid pedestrian and bicycle movement between parts of the area. Additionally, the Proposed Project would be developed within the confines of the Project Site and would not introduce roadways or other infrastructure improvements that would bisect or transect the surrounding communities. The residential and commercial uses of the Proposed Project would also be compatible with and similar to the surrounding land uses. Furthermore, the Blue Line currently physically divides Long Beach Boulevard; implementation of the Midtown Specific Plan would improve through a number of proposed improvements along Long Beach Boulevard. For all of these reasons, implementation of the Proposed Project would not divide an established community and no adverse impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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?

Potentially Significant Impact. Land use plans, policies, or regulations that would be applicable to the Proposed Project include the City of Long Beach General Plan and Municipal Code and Southern California Associations 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Toward a Sustainable Future and Compass Growth Vision (RTP/SCS). The project site is designated PD-29 in the City's General Plan. As shown in Figure 5, *Current and Proposed Zoning Designations*, the Project Sits consist of a PD-29 and conventional zoning districts. A general plan amendment and zone change are proposed as part of the Proposed Project. The current zoning designation for the Midtown Specific Plan area of the Project Site will remain PD-29 but will also be referenced and adopted as the Midtown Specific Plan. This would permit the development envisioned by the Midtown Specific Plan and designate the permitted land uses within Midtown Specific Plan area of the Project Site. Development standards and design guidelines for each land use designation would also be detailed in the Midtown Specific Plan. The other two areas within the Project Site zoned PD-29 would be converted to conventional zoning, and would be subject to the zoning standards of the City's Municipal Code. The Midtown Specific Plan and proposed zone changes may conflict with portions of the City's General Plan.

Additionally, the Proposed Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines, because it encompasses more than 500 residential units. Therefore, a consistency analysis with the applicable regional planning guidelines and strategies of the SCAG's RTP/SCS is required.

Further evaluation in the PEIR is required to address consistency of the Proposed Project with the City's General Plan and Municipal Code and SCAG's RTP/SCS. Mitigation measures will be identified as necessary.

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

No Impact. The Proposed Project does not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan, and no impact would occur. This topic will not be evaluated in the EIR and no mitigation measures are necessary.

3.11 MINERAL RESOURCES

XI. MINERAL RESOURCES. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. No active mining operations exist in the City of Long Beach. The Project Site and surrounding area are mapped in the San Gabriel Production-Consumption Region by the California Geological Survey, indicating that they do not contain significant mineral deposits. The Project Site is developed with commercial, residential, and other urban uses and is not available for mining. Therefore, implementation of the Proposed Project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

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. The Project Site and the surrounding area are in a highly urbanized area of the City. The Mobility Element of the City of Long Beach General Plan indicates that oil fields are present in and around Long Beach. However, development in accordance with the Proposed Project would occur on already developed sites, and would not expand into mineral resource recovery sites or oil fields. Therefore, the Proposed Project would not cause a loss of availability of mining sites, oil fields, or gas fields, and no impact would occur. This topic will not be evaluated in the EIR and not mitigation measures are necessary.

3.12 NOISE

XII. NOISE. Would the project result in:				
Issues	Potentially Significant Impact	Less Than Significant 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?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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?			X	
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?				X

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?

Potentially Significant Impact. The City's noise ordinance (Chapter 8.80 of the Long Beach Municipal Code) and the Noise Element of the City's General Plan contain the City's policies on noise. Implementation of the Proposed Project would involve construction and operational activities that would generate noise levels that may exceed the standards established in the City's noise ordinance or expose sensitive land uses to noise levels in excess of the noise standards contained within the City' General Plan. Short-term construction activities could elevate ambient noise levels at noise-sensitive land uses. Long-term operation of the new development within the project area could potentially result in two types of long-term noise impacts. The first may occur if project-related noise sources substantially increase noise levels in the vicinity of the project area. Project-related noise sources include stationary sources such as heating, ventilation, and air conditioning (HVAC) units from residential units and non-residential buildings and mobile sources such as project-generated vehicle traffic. The second type of long-term noise impact may occur if the project area's noise-sensitive uses are in an area of high noise exposure. Future development under the Proposed Project has the potential to increase stationary and mobile source noise levels in the project areas. In addition, the Project Site is within close proximity to major arterial roadways that have the potential to generate substantial traffic noise levels, which may be incompatible with new noise-sensitive land uses. Further evaluation in the PEIR is

required to determine potential on- and offsite noise impacts of the Proposed Project. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The operation of future development in the Project Site would not generate substantial levels of vibration. However, construction operations would generate varying degrees of groundborne vibration, depending on the procedures and equipment used. Construction equipment utilized during development would produce vibration from vehicle travel as well as grading and building construction activities. Vibrations from construction activities rarely reach levels that can damage structures, but they have the potential to be perceptible at buildings close to the construction site. Further evaluation in the PEIR is required to determine whether activities with heavy equipment or jackhammers may generate perceptible vibration levels or vibration levels that could be considered annoying if sustained. The PEIR will include an assessment of construction vibration for sensitive receptors within or adjacent to the Project Site. Mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The Proposed Project would result in an increase in traffic levels in the project vicinity, which could result in a permanent increase in the ambient noise environment. Further evaluation is required to determine potential on- and offsite impacts of the Proposed Project on sensitive receptors. The PEIR will evaluate the change in noise levels at noise-sensitive receptors and determine if those receptors would be exposed to noise levels that exceed the noise compatibility criteria of the City of Long Beach. This topic will be analyzed in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. As stated above, during the construction phase of improvements to Long Beach Boulevard and individual projects developed pursuant to the Proposed Project, noise levels could result in a substantial increase in the ambient noise environment. Further evaluation in the PEIR is necessary to determine the significance of construction noise impacts on sensitive receptors in the vicinity of the Project Site. This topic will be analyzed in the PEIR and mitigation measures will be incorporated as needed.

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?

Less Than Significant Impact. Long Beach Airport is approximately two miles east of the Project Site. Although portions of Long Beach are in the airport's land use plan area, the Project Site is not. The Proposed Project would not expose people to excessive aircraft noise. Therefore, impacts would be less than significant. This issue will not be further evaluated in the PEIR and no mitigation measures are necessary.

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. There are no private air strips adjacent to or within the vicinity of the project site; however, there is one private heliport (Long Beach Memorial Medical Center Heliport) in the northern portion of the Project Site. Additionally, there are number of private heliports within proximity of the project site, including the St. Mary Medical Center Heliport, Queen Mary Heliport, Queensway Bay Heliport, and NAA Long Beach Port Helistop (Airnav.com 2014). Over congested areas, helicopters are required to maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14 Section 91.119). Additionally, helicopter takeoffs and landings at these private heliports are sporadic and would not pose substantial noise impacts on future residents and workers of the Proposed Project. Therefore, this topic will not be evaluated in the PEIR and no mitigation measures are necessary.

3.13 POPULATION AND HOUSING

XIII. POPULATION AND HOUSING. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

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)?

Potentially Significant Impact. The Proposed Project would allow a net increase of approximately 1,700 residential units and approximately 375,000 square feet of commercial space over existing conditions within the Project Site, resulting in approximately 4,100 additional residents and approximately 3,000 additional workers in the City. Therefore, the Proposed Project would both directly and indirectly induce population growth, and significant impacts may occur. Impacts of the Proposed Project on population and housing in the City of Long Beach and surrounding region will be evaluated in the PEIR. Mitigation measures will be identified as necessary.

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

Less Than Significant Impact. Implementation of the Proposed Project would gradually convert existing vacant land, auto-related businesses, and other land uses into several districts with land use types including transit-oriented mixed-use, medical use, and multifamily and single-family residential use. The Midtown Specific Plan permits mixed use within current residential areas, but does not require existing residential areas to convert to nonresidential areas. Additionally, the two residential blocks around Officer Black Park (west of Pasadena Avenue between 21stst Street and 20thth Street) would be removed from the PD-29 sphere and retain their existing conventional zoning, which include Single-family Residential, standard lot (R-1 N) and Low-density Multi-family Residential, small lot (R-3-S). Also, existing residential uses within the Conventional Zoning area would become legal non-conforming uses. Furthermore, buildout of the Proposed Project would result in an increase of approximately 1,700 dwelling units in the Project Site over existing conditions, which currently consists of 1,959 dwelling units (see Table 3, *Overall Land Use Projections for Proposed Project*). Although these residential land uses may be redeveloped as Long Beach Boulevard is revitalized under the Proposed Project, the existing dwelling units would be allowed to remain within the Project Site. Therefore, the Proposed Project would not lead to the displacement of a substantial number of existing housing or people. This topic will not be examined in the EIR and no mitigation measures are necessary.

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

Less Than Significant Impact. See response to Section 3.13(a), above.

3.14 PUBLIC SERVICES

XIV. PUBLIC SERVICES. 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:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			

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:

3. Environmental Analysis

a) Fire protection?

Potentially Significant Impact. Fire protection and emergency medical services in the City of Long Beach are provided by the Long Beach Fire Department (LBFD). LBFD maintains 1 fire headquarter and 23 fire stations within Long Beach. The three nearest Long Beach fire stations to the Project Site are Station No. 7 at 2295 Elm Avenue, approximately 0.07 mile to the east; Station No. 3 at 1222 Daisy Avenue, approximately 0.6 mile to the west; and Station No. 1 at 100 Magnolia Avenue, approximately 1.5 miles to the southwest (City of Long Beach 2014c). Two additional fire stations operated by the cities of Fountain Valley and Westminster are within 1 mile of the Project Site. The Proposed Project would result in an increase in residential units in the Project Site of approximately 1,700 dwelling units and an increase in new commercial space of approximately 375,000 square feet. Therefore, implementation of the Proposed Project would result in increased demand for fire protection and emergency medical services, potentially resulting in significant impacts. LBFD will be consulted for assistance in assessing impacts of project implementation on LBFD services and any resulting need for new or expanded facilities. Fire protection impacts will be evaluated in the PEIR and mitigation measures will be identified as necessary.

b) Police protection?

Potentially Significant Impact. The Long Beach Police Department (LBPD) provides police services to the project area. Metro Transit Police also provides police service to the Metro light rail system, which includes the Blue Line. Implementation of the Proposed Project is expected to result in increased numbers of residents and employees and increased development intensity in the Project Site. Therefore, implementation of the Proposed Project would result in increased demand for police services, potentially resulting in significant impacts. LBPD will be consulted for assistance in assessing impacts of the Proposed Project on LBPD services and any resulting need for new or expanded facilities and resources. Impacts on police services will be evaluated in the PEIR and mitigation measures will be identified as necessary.

c) Schools?

Potentially Significant Impact. The Project Site lies within the Long Beach Unified School District (LBUSD) and is in the attendance area of six schools (Jackie Robinson Academy, Oakwood Academy, Colegio New City School, Hancock University, PAAL Academy, and Desert Sands Charter High School); four others schools are within one-quarter mile of the Project Site (Long Beach Polytechnic High School, Roosevelt Elementary, Burnett Elementary, and Holy Innocents Parish). Buildout of the Proposed Project would allow an increase of approximately 1,700 dwelling units, which would result in an increase in student generation. Therefore, implementation of the Proposed Project would increase the number of students attending LBUSD schools. LBUSD will be consulted regarding student generation rates, current enrollments and capacities at schools that would serve the project, and potential impacts on those schools. Project impacts on school facilities and services will be addressed in the PEIR and mitigation measures will be identified as necessary.

d) Parks?

Potentially Significant Impact. Parks within the Project Site include Daryle Black (0.1-acre), Veteran Memorial (14.7-acres), Fellowship (0.4-acre), and 14th Street (0.4-acre between Locust Avenue and Pine Avenue). There is currently a deficiency of parks within the Project Site. Buildout of the Proposed Project would allow an increase of approximately 1,700 dwelling units, which would result in an increase in population in the City of approximately 4,100 new residents. The additional population would result in an increase in use of neighborhood and regional parks and the potential need for additional parks. This topic will be evaluated in the PEIR and mitigation measures will be identified as necessary.

e) Other public facilities?

Potentially Significant Impact. Implementation of the Proposed Project may result in an increased need for public facilities and/or additional maintenance of existing public facilities, including libraries. Library resources and services in Long Beach are provided by the City. The nearest library to the Project Site is the Long Beach Public Library at 101 Pacific Avenue. The Proposed Project would introduce approximately 1,700 new dwelling units, which would lead to the generation of approximately 4,100 new residents. Therefore, implementation of the Proposed Project would result in an increased need for library services, resources, and facilities, and other public facilities. The PEIR will evaluate the potential impacts of future development on public facilities, and mitigation measures will be identified as necessary.

3.15 RECREATION

XV. RECREATION.				
Issues	Potentially Significant Impact	Less Than Significant 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?	X			
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?	X			

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

Potentially Significant Impact. Buildout of the Proposed Project would result in an increase of approximately 1,700 new dwelling units and approximately 375,000 square feet of commercial space over existing conditions, resulting in an estimated increase of approximately 4,100 new residents and approximately 3,000 new workers in the City. This increase in population and workers would likely result in an

increase in use of parks and recreational facilities in Long Beach, potentially contributing to their deterioration. Therefore, significant impacts may occur. The PEIR will analyze the Proposed Project's compliance with the City of Long Beach's park acreage standards and its potential to physically deteriorate parks and recreational facilities. This topic will be analyzed in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. As shown above, buildout of the Proposed Project would result in a substantial increase in dwelling units and commercial space, which would result in an increase in new residents and workers in the City. It is likely that new residential development under the Proposed Project would require the construction of additional or expansion of existing park space and recreation facilities. Therefore, significant impacts may occur. The PEIR will analyze the Proposed Project's compliance with the City of Long Beach's park acreage standards and whether it would require the expansion or construction of parks and recreational facilities. This topic will be analyzed in the PEIR and mitigation measures will be identified as necessary.

3.16 TRANSPORTATION/TRAFFIC

XVI. TRANSPORTATION/TRAFFIC. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant 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?	X			
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?	X			
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?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
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?	X			

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?

Potentially Significant Impact. Implementation of the Proposed Project would result in an increase of approximately 1,700 dwelling units and approximately 375,000 square feet of commercial space over existing conditions within the Project Site. This Proposed Project's associated increase in population and employment would result in an increase in vehicle trips along Long Beach Boulevard and the surrounding area. Implementation of the Proposed Project would also involve improvements to Long Beach Boulevard itself, including improvements aimed at promoting transit access and facilitating pedestrian and bicycle travel. Although the Midtown Specific Plan would facilitate these non-vehicular travel modes in the Project Site while maintaining the current number of traffic lanes on Long Beach Boulevard, the Proposed Project would result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies.

A traffic analysis will be conducted to assess existing conditions and future forecast traffic conditions in the Project Site. The traffic analysis will include a roadway operations analysis; a level of service analysis for study-area roadway segments and freeway locations; and an analysis of regional transportation performance measures, including total vehicle trips and vehicle miles traveled for daily conditions. Impacts relating to compliance with plans and policies that establish measures of effective performance of the circulation system are potentially significant. This issue will be evaluated further in the PEIR and mitigation measures will be identified as necessary.

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?

Potentially Significant Impact. The Congestion Management Program (CMP) in effect in Long Beach is a statewide program that resulted from Proposition 111. The Los Angeles County Metropolitan Transportation Authority is responsible for implementing the CMP. The CMP specifies that an impact analysis be performed if the Proposed Project would add 50 or more trips to any intersection monitoring location and/or 150 or more trips to any freeway monitoring location during the morning or evening weekday peak periods. The Proposed Project will lead to an increase in traffic; therefore, the traffic study will analyze traffic impacts to CMP roadways and intersections that may be impacted by the Proposed Project. This topic will be further evaluated in the PEIR and mitigation will be identified as necessary.

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?

Less Than Significant Impact. The Project Site is not within an airport land use plan. However, the Project Site is within two miles of the Long Beach Municipal Airport. The Proposed Project would not cause a change in the directional patterns of aircraft of the Long Beach Municipal Airport. Therefore,

implementation of the Proposed Project would result in less than significant impacts. This topic will not be evaluated in the PEIR and not mitigation measures are necessary.

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. At project completion, improvements to Long Beach Boulevard would improve vehicular, pedestrian and bicycle mobility in the project areas. The reconfigured roadway would be designed to facilitate and encourage use of bus routes along Long Beach Boulevard. Impacts would be less than significant. Additionally, the City of Long Beach and LBFD have adopted roadway design standards that preclude the construction of any unsafe design features. Standards for provision of safe road and circulation improvements are also outlined in the Midtown Specific Plan. The Proposed Project roadway and circulation improvements would be required to adhere to the City's Standard Engineering Plans and LBFD's design standards, as well as those outlined in the Midtown Specific Plan, which would be imposed on project developments by the City and LACFD during the building plan check and development review process. Compliance with these established and proposed design standards would ensure that hazards due to design features would not occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

e) Result in inadequate emergency access?

Less Than Significant Impact. To address fire and emergency access needs, the traffic and circulation and circulation components of the Proposed Project would be designed and constructed in accordance with all applicable LBFD design standards for emergency access (e.g., minimum lane width and turning radius). For example, new streets and drives aisles would be designed to meet the minimum width requirements of LBFD to allow the passing of emergency vehicles. Future development projects under the Proposed Project would also be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and LBFD, such as those outlined in Chapter 18.48 (Fire Code) of the City's Municipal Code, which incorporates by reference the 2013 California Fire Code. Compliance with these codes and standards is ensured through the City's and LBFD's development review and building permit process.

Additionally, during the building plan check and development review process, the City would coordinate with LBFD and LBPD to ensure that the necessary fire prevention and emergency response features are incorporated into the Proposed Project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) is provided within the traffic and circulation components of the Proposed Project. All site and building improvements proposed under the project would be subject to review and approval by the City, LBFD, and LBPD prior to building permit and certificate of occupancy issuance.

Furthermore, the proposed reconfiguration of and improvements to Long Beach Boulevard under the Proposed Project would not decrease its number of travel lanes, ensuring continued access to the Project Site and surrounding areas by emergency access vehicles.

Therefore, impacts on emergency access would be less than significant. This topic will not be evaluated in the PEIR and 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?

Potentially Significant Impact. Implementation of the Midtown Specific Plan would include improvements to Long Beach Boulevard aimed at improving pedestrian and bicycle travel and improving access to public transit. Land use designations and development standards included in the Midtown Specific Plan are designed to create a comfortable environment for walking and biking by decreasing setbacks and encouraging new development to create a vibrant street frontage. However, despite planned improvements and development standards related to public transit, bicycle, and pedestrian facilities, increased population growth resulting from implementation of the Proposed Project could substantially increase use of such facilities in the Project Site and in surrounding areas, decreasing their performance. The PEIR will include an evaluation of existing and proposed pedestrian amenities, bicycle facilities, and public transit services in the Project Site. The PEIR will also analyze potential impacts of project implementation on adopted policies, plans, and programs relating to these travel modes. Mitigation measures will be identified as necessary.

3.17 UTILITIES AND SERVICE SYSTEMS

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
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?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water 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?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

3. Environmental Analysis

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

Less Than Significant Impact. The Proposed Project would not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB). The Proposed Project would not permit land uses requiring treatment other than that provided at municipal wastewater treatment plants, such as large manufacturing or agricultural operations. The Los Angeles County Sanitation District (LACSD) treats the City's wastewater at the Joint Water Pollution Control Plant (JWPCP) and the Long Beach Water Reclamation Plant. Individual projects developed pursuant to the Proposed Project would be subject to an LACSD connection fee when they are hooked up to a sewer line and would be required to comply with LARWQCB requirements governing discharges to municipal storm drainage systems. LARWQCB requirements include those requiring preparation and implementation of water quality management plans (WQMP) and implementation of BMPs. Therefore, no adverse impact would occur. This topic will not be evaluated in the PEIR and no mitigation measures are necessary.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Buildout of the Proposed Project, which would include an estimated increase of approximately 1,700 dwelling units and approximately 4,100 new residents over existing conditions, as well as approximately 375,000 square feet of commercial uses and approximately 3,000 new workers, would substantially increase the demand for water and wastewater treatment services within the Project Site. An infrastructure and utilities study will be prepared as part of the PEIR to determine whether existing water and wastewater treatment facilities are adequate to serve the Project Site upon implementation of the Proposed Project, or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the PEIR and mitigation measures will be identified as necessary.

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?

Potentially Significant Impact. An infrastructure and utilities study will be prepared as part of the PEIR to determine whether existing storm drain facilities are adequate to collect and convey runoff generated by the Proposed Project or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The City of Long Beach is served by its own groundwater supplies along with water purchased from the Metropolitan Water District. The two major sources of water for the Metropolitan Water District are from the Colorado River and Northern California's Bay Delta region.

Implementation of the Proposed Project would generate a substantial increase in demand for water for domestic purposes. The potential volume of this demand needs to be estimated and compared to existing and planned water supplies to determine whether implementation of the Proposed Project would result in significant impacts on local or regional water supplies. Communication with the City's Public Works Department is needed to discuss the Proposed Project's impact on that agency's water supplies and to determine whether provision of adequate water service to the Project Site would necessitate the construction or expansion of any major water treatment or distribution facilities. This topic will be further evaluated in the PEIR and mitigation measures will be identified as necessary.

e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. An infrastructure and utilities study will be prepared as part of the PEIR to determine whether facilities are adequate to treat wastewater generated by the Proposed Project or if new facilities would be needed. Significant impacts may occur. This topic will be further evaluated in the PEIR and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. Thirteen landfills reported serving the City of Long Beach in 2012 (CalRecycle 2014). Construction and operation of new development under the Proposed Project would generate substantial amounts of solid waste, and significant impacts could occur. Therefore, existing and planned landfill capacity and estimated solid waste generation resulting from construction and operation of the Proposed Project will be discussed in the PEIR. Mitigation measures will be identified as necessary.

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

Less Than Significant Impact. AB 939 (Chapter 1095, Statutes of 1989), the "California Integrated Waste Management Act of 1989" required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting activities.

AB 32 (Chapter 488, Statutes of 2006), the "California Global Warming Solutions Act," established mandatory recycling as one of the measures to reduce GHG emissions adopted in the Scoping Plan by the California Air Resources Board.

AB 341 (Chapter 476, Statutes of 2011) requires that all "commercial" generators of solid waste (businesses, institutions, and multifamily dwellings) establish recycling and/or composting programs. AB 341 goes beyond AB 939 and establishes the new recycling goal of 75 percent by 2020.

As of 2006, the City of Long Beach was exceeding its waste diversion rate of 50 percent by an additional 19 percent. Future development under the Proposed Project would be required to comply with laws and regulations governing solid waste, and no adverse impact would occur. This topic will not be further evaluated in the PEIR and no mitigation measures are necessary.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
Issues	Potentially Significant Impact	Less Than Significant 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?				X
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.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

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?

No Impact. Implementation of the Proposed Project would not degrade the quality of the natural environment. Potentially significant biological impacts are not anticipated because the Project Site is in a highly developed urban area and there are no rare or endangered plants or animal species within the Project Site. Similarly, the likelihood of cultural resources being present is low because the Project Site is already developed and highly disturbed. Therefore, these issues will not be discussed in the PEIR.

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

Potentially Significant Impact. Implementation of the Proposed Project may result in cumulative impacts to aesthetics, air quality, greenhouse gas emissions, hydrology and water quality, land use, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Further analysis is needed to estimate the extent and significance of potential cumulative impacts resulting from the combined effects of the Proposed Project plus other past, present, and reasonably foreseeable future projects. Cumulative impacts will be discussed in the PEIR.

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

Potentially Significant Impact. Potentially significant impacts that could substantially affect human beings, directly or indirectly, are identified in this Initial Study in the areas of aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Impacts in each of these areas will be discussed in the appropriate topical section of the PEIR.

3. Environmental Analysis

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