

4.12 TRANSPORTATION AND TRAFFIC

This section analyzes the existing and planned transportation and circulation conditions for the Belmont Pool Revitalization Project (proposed Project) and the surrounding area, and identifies circulation impacts that may result during, or subsequent to, the development of the proposed Project. Also addressed are the potential traffic impacts of the operation of the proposed pool complex compared to the pre-closure operations of the existing Belmont Pool. The analysis contained in this section is based on the traffic modeling and calculation performed for the proposed Project presented in Appendix H.

Scoping Process

The City of Long Beach (City) distributed the first Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for public review between April 18 and May 17, 2013. The City received three comment letters in response to the original NOP. No comment letters associated with Traffic and Transportation were received in response to the original NOP circulated for the proposed Project. Due to revisions in the Project Description, the City re-issued and circulated the NOP for public review between April 9, 2014, and May 8, 2014. The City received five comment letters in response to the re-issued NOP during the public review period. A comment letter from the Los Angeles County Metropolitan Transportation Authority (Metro) provided recommendations on the geographic area to be included in the Traffic Impact Analysis. Additionally, Metro provided recommended guidelines and guidance policies to be followed during the preparation of the *Traffic Impact Analysis* for the proposed Project to ensure compliance with the 2010 Congestion Management Program (CMP) for the County of Los Angeles (County). None of the arterial monitoring stations identified in Appendix A of the 2010 CMP for the County are located near the proposed Project, and the Project is not anticipated to conflict with standards established for designated roads or highways.

4.12.1 Methodology

The impacts of the added vehicle trips generated by the proposed Project were evaluated in comparison to the existing traffic conditions. The study area intersection level of service (LOS) analysis was conducted for the weekday a.m. peak hour, the weekday p.m. peak hour, and the Saturday midday peak hour. The study area was based on the vehicular parking routes for the Belmont Pool and includes the following 10 intersections that were analyzed for the report:

1. Redondo Avenue/Ocean Boulevard
2. Loma Avenue/Ocean Boulevard
3. Ocean Boulevard/Livingston Drive
4. Termino Avenue/Livingston Drive
5. Bennett Avenue/Livingston Drive (stop-controlled intersection)
6. Ximeno Avenue/Livingston Drive
7. 2nd Street/Livingston Drive

8. Termino Avenue/Ocean Boulevard
9. Bennett Avenue/Ocean Boulevard (stop-controlled intersection)
10. Granada Avenue/Ocean Boulevard (stop-controlled intersection)

Intersection Measures of Effectiveness. *Traffix* (Version 8.0 R1) computer software was utilized to determine the study area intersection LOS based on the Intersection Capacity Utilization (ICU) methodology for the signalized study area intersections and the Highway Capacity Manual (HCM) methodology for unsignalized intersections. Consistent with the City’s requirements, the ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity, and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. Typical intersection operations by LOS grade are described below in Table 4.12.A.

Table 4.12.A: LOS Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

LOS = level of service

The relationship between LOS and the ICU value (i.e., v/c ratio) is shown in Table 4.12.B:

Table 4.12.B: LOS/ICU Value Comparison

Level of Service	Volume-to-Capacity (ICU Methodology)	Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60	D	>0.80 and ≤0.90
B	>0.60 and ≤0.70	E	>0.90 and ≤1.00
C	>0.70 and ≤0.80	F	>1.00

ICU = intersection capacity utilization
LOS = level of service

For the HCM methodology, the LOS is presented in terms of total intersection delay (in seconds per vehicle). The relationship between LOS and the delay at unsignalized intersections is shown in Table 4.12.C.

Table 4.12.C: LOS/Unsignalized Intersection Delay Comparison

LOS	Unsignalized Intersection Delay (seconds) per Vehicle
A	≤ 10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

LOS = level of service

The City considers LOS D as the upper limit of satisfactory operations for total intersection operation. Mitigation is required for any signalized intersection where a project’s traffic causes the intersection to deteriorate from LOS D to LOS E or F, or if the Project traffic causes an increase in v/c ratio of 0.02 or greater when the intersection is operating at LOS E or F in the baseline condition. Mitigation is required for any unsignalized intersection where a project’s traffic increases the intersection delay by 2 percent or greater when the entire intersection is operating at LOS E or F in the baseline condition.

4.12.2 Existing Environmental Setting

Existing Circulation System. The Belmont Pool Plaza is located in the Belmont neighborhood in the southeastern portion of the City of Long Beach. The former Belmont Pool building was located near the intersection of Ocean Boulevard and Livingston Drive. A temporary outdoor pool (opened in December 2013 to provide swimming facilities while the permanent facility was under construction) is located in the Beach Parking Lot. Access to parking for the Belmont Pool is provided from Ocean Boulevard via Termino Avenue and Bennett Avenue. Public transportation in the vicinity of the Project is provided by Long Beach Transit. Long Beach Transit Routes 121 and 131 stop near the intersection of Termino Avenue/Ocean Boulevard. The Shoreline Beach Bike Path provides a Class I off-street bike path from the Los Angeles River to 54th Place and provides access to the Belmont Pool

for bicycles. The location of the Project site is illustrated on Figure 3.1 (see Chapter 3.0, Project Description).

Existing Level of Service with Outdoor Pool. Traffic volumes were collected in February 2016 and analyzed to determine the existing LOS at the 10 study area intersections during the weekday a.m. peak hour, the weekday p.m. peak hour, and the weekend midday peak hour. The existing LOS is listed on Table 4.12.D, below. In addition, worksheets providing LOS calculations are provided in Appendix H.

Table 4.12.D: Existing Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour		Weekend Midday Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Redondo Avenue/Ocean Boulevard	0.70	B	0.72	C	0.59	A
2. Loma Avenue/Ocean Boulevard	0.61	B	0.65	B	0.46	A
3. Ocean Boulevard/Livingston Drive	0.49	A	0.58	A	0.45	A
4. Termino Avenue/Livingston Drive	0.40	A	0.63	B	0.47	A
5. Bennett Avenue/Livingston Drive	8.4 sec	A	8.4 sec	A	8.4 sec	A
6. Ximeno Avenue/Livingston Drive	0.14	A	0.19	A	0.17	A
7. 2nd Street/Livingston Drive	0.69	B	0.62	B	0.65	B
8. Termino Avenue/Ocean Boulevard	0.30	A	0.40	A	0.34	A
9. Bennett Avenue/Ocean Boulevard	9.6 seconds	A	11.2 seconds	B	10.8 seconds	B
10. Granada Avenue/Ocean Boulevard	8.6 seconds	A	9.6 seconds	A	9.5 seconds	B

ICU – Intersection Capacity Utilization
 LOS – Level of Service

Level of Service Based on Historical Operations. At the time intersection traffic volumes were collected, the temporary outdoor pool at Belmont Pool Plaza was open for use by clubs, local high schools, and the general public. However, because of the smaller size of the outdoor pool compared to the indoor pool, it is not believed that the traffic volumes collected reflect historic typical conditions during operation of the entire Belmont Pool facility. In order to determine traffic conditions during typical operation of the entire Belmont Pool facility, historic data for the operation of the pool was examined.

Belmont Pool was open year-round but use can vary by season and temperature. In examining pool operations to determine historic typical trip generation, typical but busy conditions were analyzed. Special events were not considered as they do not occur on a typical day. Information regarding Belmont Pool’s past operation was available from records of the City of Long Beach Parks and Recreation Department and interviews with Lori Jamacz who works for the City of Long Beach Parks, Recreation, and Marine Department at Belmont Pool.

Belmont Pool was used by local high school swimming and water polo teams, swimming, diving, and water polo clubs, and the general public including recreational swimming, lap swimming for fitness, and swim lessons. These uses were programmed throughout the day and not all resulted in trips to or from Belmont Pool in the typical commute peak hours. For example, clubs using the pool for swimming, diving, and water polo arrived before the start of the p.m. peak hour and left after the end of the p.m. peak hour.

Open swim for recreation and fitness of the general public began at 5:30 a.m. The typical stay at the pool complex for lap swimmers was 1 to 1.5 hours including time before and after their swim. During the peak hour between 7:00 a.m. and 9:00 a.m., it is estimated that 50 patrons arrived at and 100 patrons departed from the pool. Many of the patrons of Belmont Pool swimming for fitness arrived by bicycle. However, to present a worst-case scenario, each patron was analyzed as traveling in a single-occupant vehicle.

High school swimming and water polo teams arrived at Belmont Pool for practice after school and before the start of the p.m. peak hour, but departed during the p.m. peak hour. The pool has historically reopened to open swim for recreation and fitness of the general public at 4:00 p.m. During the peak hour between 4:00 p.m. and 6:00 p.m., it is estimated that 100 patrons arrived at and 65 patrons departed from the pool. To present a worst-case scenario, each patron was analyzed as traveling in a single-occupant vehicle.

On weekends, Belmont Pool was open for recreation and fitness of the general public during the midday peak hour. During the peak hour between 12:00 p.m. and 2:00 p.m. it is estimated that up to 300 patrons could have arrived at and 150 patrons could have departed from the pool. Families arriving for recreational swimming typically travel in one car. Patrons swimming laps for fitness could have arrived at the pool by bicycle on weekends. Again, to present a worst-case scenario, each patron was analyzed as traveling in a single-occupant vehicle. The resulting historic trip generation is displayed in Table 4.12.E.

Table 4.12.E: Belmont Pool Project Trip Generation

	AM Peak Hour			PM Peak Hour			Weekend Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Belmont Pool	50	100	150	100	65	165	300	150	450

4.12.3 Regulatory Setting

Federal Regulations. There are no relevant federal traffic and circulation regulations applicable to the proposed Project.

State and Regional Policies and Regulations.

Congestion Management Program. In Los Angeles County, the CMP uses ICU intersection analysis methodology to analyze its operations. In June 1990, the passage of the Proposition 111 gas tax increase required urbanized areas in the State with a population of 50,000 or more to adopt a CMP. The Los Angeles County Metropolitan Transportation Authority (Metro) is the Congestion Management Agency (CMA) for the County. Metro has been charged with the development, monitoring, and biennial updating of Los Angeles County’s CMP. The Los Angeles County CMP is intended to address the impact of local growth on the regional transportation system. The CMP Highway System includes specific roadways, State highways, and CMP arterial monitoring locations/intersections. The CMP is also the vehicle for proposing transportation projects that are eligible to compete for the State gas tax funds.

Local Policies and Regulations.

City of Long Beach General Plan. An update to the City of Long Beach General Plan is currently underway. Traffic and circulation goals and policies are included in the Mobility Element of the City General Plan (2013). It is the stated goal of the City of Long Beach to create an efficient, balanced, multimodal mobility network. This goal is supported by the objectives to: (1) reconfigure streets to emphasize modal priorities, (2) strategically improve congested intersections and corridors, and (3) establish a more flexible level of service approach to traffic analysis and improvements.

4.12.4 Impact Significance Criteria

Criteria for determining the significance of impacts to transportation and circulation are based on the *State CEQA Guidelines*. Project-related traffic impacts may be considered potentially significant and adverse if the proposed Project would:

- Threshold 4.12.1:** 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;
- Threshold 4.12.2:** 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;
- Threshold 4.12.3:** 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;
- Threshold 4.12.4:** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Threshold 4.12.5:** Result in inadequate emergency access; or
- Threshold 4.12.6:** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City prepared an Initial Study/Notice of Preparation (IS/NOP) in April 2014 (Appendix A). The IS/NOP addressed the potential for a change in air traffic patterns (Threshold 4.12.3) and the potential to increase hazards due to a design feature (Threshold 4.12.4), and noted that these topics did not warrant further analysis in the EIR. The proposed Project is located approximately 3 miles southeast of Long Beach Municipal Airport, and the heights of the pool building, light standards, and other project features on the site would not be sufficient to require modifications to the existing air traffic patterns at the airport and, therefore, would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. Furthermore, the proposed Project is the replacement of an

existing facility in an urbanized coastal area, and does not include any design features that would create or increase hazard. These topics will not be further addressed in this EIR.

California Environmental Quality Act (CEQA) Baseline. At the time the NOP was issued, the Project site contained both the Belmont Pool facilities and the outdoor temporary pool (opened in December 2013 to provide swimming facilities while the permanent facility was under construction). Although the site contained the former Belmont Pool building at the time of the NOP, the facility was subsequently demolished in February 2015 to alleviate an imminent public safety threat due to the seismically unsafe condition of the building.

The inclusion of the former pool building in the assessment of traffic impacts is appropriate because the former facility was present on the site for approximately 45 years and represents the historic uses of the site, and the historic traffic conditions for the site. The substantial evidence of recent historical uses support the determination that the Belmont Pool building as the baseline for traffic impacts is appropriate.

4.12.5 Project Impacts and Mitigation Measures

Threshold 4.12.1: **Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less than Significant Impact with Mitigation Incorporated.

Construction Traffic. Construction of the proposed Project would require a net export of approximately 1,500 cubic yards (cy) of material, and construction worker commutes for the duration of the construction period. The staging area for construction would be in the Beach Parking Lot. Construction of the proposed Project is anticipated to commence in 2017 at the earliest and be completed within approximately 18 months.

Trips generated by construction traffic in the a.m. and p.m. peak hours could include construction workers arriving at the site, equipment and material delivery, and material export during the demolition phase. Large trucks, used for the delivery and removal of equipment and materials, utilize more roadway capacity than passenger vehicles due to their larger size, slower start-up times, and reduced maneuverability. In order to account for the increase in roadway capacity utilized by construction vehicles, passenger car equivalent (PCE) factors are used. These factors were applied to the vehicle trip generation to account for the difference in operational characteristics of heavy vehicles. In total, however, construction traffic is not anticipated to exceed the 100 inbound and 200 outbound trips already analyzed in the a.m. peak hour or the 200 inbound and 130 outbound trips already analyzed in the p.m. peak hour that would be expected with operation of the completed pool facility. Therefore, similar to operation of the completed

pool facility, intersection operation is expected to remain at acceptable LOS during construction. Therefore, the proposed Project would not result in a significant impact related to construction traffic, and no mitigation is required.

Operational Traffic. The proposed Belmont Pool Project involves the construction of a new state-of-the-art pool facility. When compared to the former Belmont Pool, the proposed Project water surface area would be increased from 18,410 square feet (sf) to 36,450 sf. The proposed Project also includes a standalone 1,500 sf café. As a result of the proposed Project, multiple user groups could be programmed concurrently throughout the day. In addition, one of the pools could remain open to the general public while a special event is being held. However, because events are scheduled throughout the day, increased concurrent programming would not necessarily affect traffic during the peak hours.

A full-size indoor pool and a full-size outdoor pool could serve twice as many users as currently patronize the pool in the a.m. peak hour, the p.m. peak hour, and the weekend midday peak hour. To analyze this scenario, the operational traffic discussed above was doubled. Travel to Belmont Pool is possible by public transit, bicycle, and carpool but each patron was analyzed as traveling by single-occupant vehicle to present a conservative (“worst-case”) scenario. The resulting trip generation is displayed in Table 4.12.F.

Table 4.12.F: Future with Project Trip Generation

	AM Peak Hour			PM Peak Hour			Weekend Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project	100	200	300	200	130	330	600	300	900

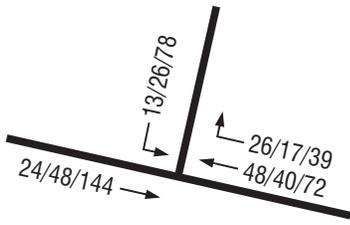
Parking for Belmont Pool is located in a metered parking lot accessible from Bennett Avenue. Patrons of the pool might also have parked in the lot for Belmont Pier at the end of Termino Avenue, which is a pay-and-display lot. Given the various utility of the two roadways providing access to Belmont Pool, 75 percent of traffic to and from the pool was assigned to Bennett Avenue while the remaining 25 percent was assigned to Termino Avenue. Regionally, trips were distributed based on the location of residential land uses likely to generate travel demand to the pool during the peak hours analyzed.

Figure 4.12.1 illustrates the trip distribution and subsequent project trip assignment at the 10 study intersections. The results of these traffic numbers added to the study area intersections are presented in Table 4.12.G. Worksheets providing LOS calculations are provided in Appendix H.

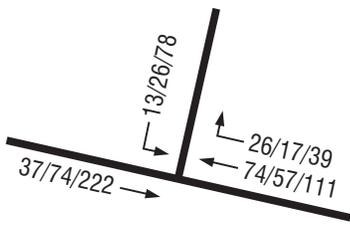
LEGEND

XX/YY/ZZ - AM Peak Hour/PM Peak Hour/
Saturday Midday Volumes

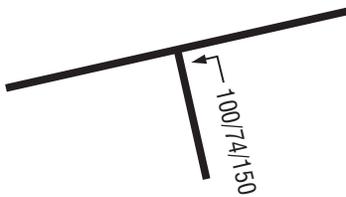
X - Trip Distribution Percent



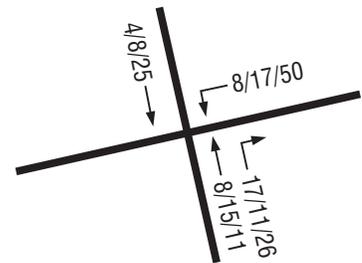
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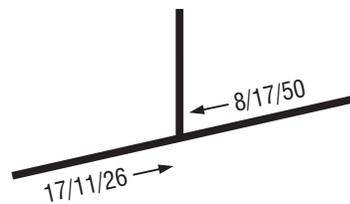
2 Loma Avenue/Ocean Boulevard



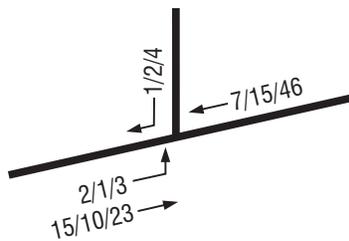
3 Ocean Boulevard/Livingston Drive



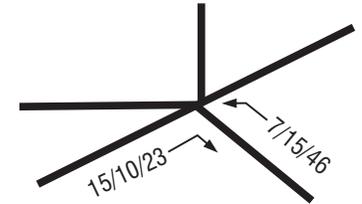
4 Termino Avenue/Livingston Drive



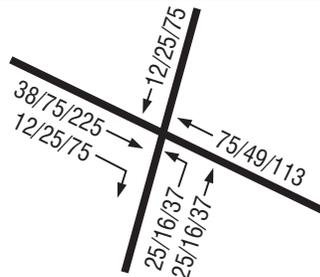
5 Bennett Avenue/Livingston Drive



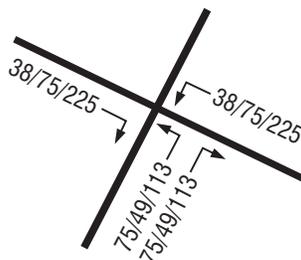
6 Ximeno Avenue/Livingston Drive



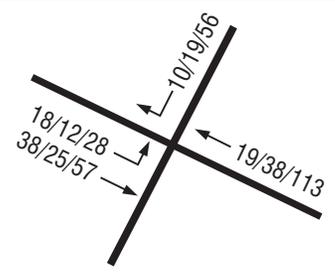
7 2nd Street/Livingston Drive



8 Termino Avenue/Ocean Boulevard



9 Bennett Avenue/Ocean Boulevard



10 Granada Avenue/Ocean Boulevard

LSA



FIGURE 4.12.1

SCHEMATIC - NOT TO SCALE

Belmont Pool Revitalization Project
Trip Distribution and Assignment

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Table 4.12.G: Future with Project Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour		Weekend Midday Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS
1. Redondo Avenue/Ocean Boulevard	0.73	C	0.75	C	0.68	B
2. Loma Avenue/Ocean Boulevard	0.65	B	0.69	B	0.56	A
3. Ocean Boulevard/Livingston Drive	0.52	A	0.61	B	0.50	A
4. Termino Avenue/Livingston Drive	0.41	A	0.65	B	0.52	A
5. Bennett Avenue/Livingston Drive	8.4 sec	A	8.4 sec	A	8.4 sec	A
6. Ximeno Avenue/Livingston Drive	0.15	A	0.19	A	0.17	A
7. 2nd Street/Livingston Drive	0.69	B	0.62	B	0.66	B
8. Termino Avenue/Ocean Boulevard	0.34	A	0.44	A	0.48	A
9. Bennett Avenue/Ocean Boulevard	10.7 seconds	A	12.3 seconds	B	16.4 seconds	C
10. Granada Avenue/Ocean Boulevard	8.8 seconds	A	10.1 seconds	A	11.0 seconds	B

ICU – Intersection Capacity Utilization
LOS – Level of Service

As Table 4.12.G shows, all study area intersections are anticipated to operate at LOS C or better in the future with new traffic generated by an opportunity to program more overlapping uses of Belmont Pool as a result of the proposed Project. All study area intersections would operate at an LOS that is considered acceptable by the City of Long Beach (LOS D or better). Therefore, the proposed Project is not anticipated to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Because the proposed Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system it would have a less than significant impact relative to this threshold, and no mitigation is required.

Special Event Traffic. Typical daily operation of the new Belmont Pool with up to 900 patrons in a peak hour is not anticipated to result in a significant traffic impact to the study area intersections. This includes typical daily use by local high school swimming and water polo teams for training; swimming, diving, and water polo clubs; and the general public, including recreational swimming, lap swimming for fitness, and swim lessons. Several times per year, Belmont Pool facilitates special events such as high school and collegiate swimming and water polo competitions. The previous facility provided 2,500 seats for spectators at events such as these at the indoor pool. As described further in Chapter 3.0, Project Description, of this Draft EIR, the proposed Project would provide 1,250 permanent seats for the indoor pool, and up to 3,000 temporary seats for the outdoor pool. No permanent outdoor spectator seating is included in the proposed Project. Unless special events are held at both the indoor and outdoor pools

simultaneously, the total number of spectators for the proposed Project is expected to be similar to the baseline conditions of the former pool facility.

The Belmont Pool hosted the United States (U.S.) Olympic Swim trials in 1968 and 1976 and the National Collegiate Athletic Association (NCAA) championships in 1974 and 1978. If special events such as these again occur at the Belmont Pool after the proposed Project is constructed, they are not expected to occur regularly. In the event that a large special event is held at Belmont Pool, an Event Traffic Management Plan would need to be developed that addresses potential impacts to traffic circulation and the steps necessary to avoid potential significant traffic congestion and parking impacts. With typical average vehicle occupancy of 1.5 passengers per vehicle, an event with 450 spectators would be expected to generate 300 outbound trips, which is the traffic volume that was analyzed in the weekend midday peak hour. Therefore, any event with more than 450 spectators would be considered a large special event that would require an Event Traffic Management Plan. This plan may include active traffic management and/or off-site parking and shuttles. Because special events are sporadic and would occur at specific times per year consistent with existing (pre-closure) conditions, the impacts of special event traffic would not cause significant peak-hour LOS impacts. Mitigation Measure 4.12.1 requires the City to prepare and implement an Event Traffic Management Plan that requires traffic and control measures for special events to be reviewed and approved by the City of Long Beach Traffic Engineer. Implementation of Mitigation Measure 4.12.1 would reduce construction traffic impacts to the surrounding residences and businesses to less than significant levels.

Threshold 4.12.2: Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. None of the arterial monitoring stations identified in Appendix A of the 2010 CMP for the County are located near the proposed Project, and the Project is not anticipated to conflict with standards established for designated roads or highways. The proposed Project would have a less than significant impact relative to the adopted CMP and no mitigation is required.

Threshold 4.12.5: Would the project result in inadequate emergency access?

Less than Significant Impact with Mitigation Incorporated.

Construction. Potential temporary lane closures could restrict access for emergency vehicles. Mitigation Measure 4.12.2 requires that a Construction Traffic Management Plan be prepared for the proposed Project, which would ensure that emergency vehicles would be able to navigate through streets adjacent to the Project site that may experience congestion due to construction activities. A Construction Traffic Management Plan that identifies traffic control for any potential street closures, detours, or other disruption to traffic circulation and public transit routes is necessary for the proposed Project. A Construction Traffic Management Plan also identifies the routes that construction vehicles are authorized to use to access the site, the hours of construction traffic, traffic controls and detours, and staging areas for equipment. Mitigation Measure 4.12.2

also requires that all emergency access to the Project site and adjacent areas be kept clear and unobstructed during all phases of construction. Traffic management personnel (flag persons), required as part of the Construction Traffic Management Plan, would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. If a partial street closure (i.e., a lane closure) would be required, notice would be provided to the Long Beach Police Department, and flag persons would be used to facilitate the traffic flow until construction is complete. With implementation of Mitigation Measure 4.12.2, potential impacts related to emergency access during construction would be less than significant.

Operation. The proposed Project involves replacement of an existing pool facility, as well as modifications to the existing Olympic Plaza, that would restrict vehicular use and increase pedestrian and bicycle enhancements. The emergency access to/from the site will be designed to meet all applicable City Codes and standards and would be subject to review by the City Fire and Police Departments for compliance with fire and emergency access standards and requirements. The redesign of Olympic Plaza will meet fire access lane standards. The final site plan will be subject to Site Plan Review by all relevant City Departments, and Site Plan Review approval by the Planning Commission. No changes to the existing parking lots (Pier Parking Lot and Beach Parking Lot) are included as part of the proposed Project. Therefore, operational impacts of the proposed Project to emergency access are considered less than significant and no mitigation is required.

Threshold 4.12.6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant Impact. The proposed Project reconstructs the Belmont Pool at the existing location, which is near a public transit stop and a Class I bike path. Existing pathways through the passive park would be rerouted to East Olympic Plaza to allow for utilization of the proposed pedestrian and bicycle enhancements. The facility would continue to be accessible for users of transit, bicycle, and pedestrian modes of travel because the site design allows for pedestrian linkages. The proposed pool facility would continue to be accessed via Long Beach Transit bus service (Routes 121 and 131) as well as sidewalks and the Shoreline Beach Bike Path (Class I off-street bike path). Therefore, the Project would not conflict with adopted plans supporting alternative transportation. The proposed Project would have less than significant impacts relative to public transit, bicycle, or pedestrian facilities, and no mitigation is required.

4.12.6 Cumulative Impacts

Construction of the proposed Project is anticipated to commence in 2017 at the earliest and be completed within approximately 18 months. Cumulative projects include any committed and/or approved developments near the Project site that will generate future vehicle trips that would utilize intersections identified in the Project traffic study area. According to the City, one project was identified within the cumulative project study area; the Leeway Sailing Center Pier Replacement. The City of Long Beach proposes to demolish and rebuild the existing Leeway Sailing Pier, Dock, and

Gondola Shed Structure in its general same location and footprint. The proposed rebuild is required to replace deteriorated infrastructure, which suffers from dry rot, corrosive sea spray, and deferred maintenance. The existing gondola shed structure will be replaced in its general same location on the pier and will provide the same uses. A new 80 ft accessible gangway will connect the pier to a new 2,094 sf timber floating dock to improve American with Disabilities Act access. This project is proposing to reconstruct the existing pier without expanding the size of the existing operation. Therefore, this project will not contribute new traffic to any of the study area intersections. Because no additional traffic from cumulative projects is anticipated at the study area intersections, no additional cumulative operational traffic impacts would occur. No mitigation is required.

4.12.7 Level of Significance Prior to Mitigation

All 10 intersections would operate a satisfactory LOS (LOS D or better, as defined by the City) during project construction and operation. Because construction and operation of the proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, it would have a less than significant impact relative to this threshold, and no mitigation is required (Threshold 4.12.1).

Although construction and operation of the proposed Project would result in less than significant traffic impacts, in the event that a special event attracting more than 450 spectators is held at Belmont Pool, an Event Traffic Management Plan would need to be developed to address potential impacts to traffic circulation. Specifically, an Event Traffic Management Plan would identify the steps necessary to avoid potential significant traffic congestion and parking impacts. Without implementation of an Event Traffic Management Plan, these limited time traffic impacts to the surrounding residences and businesses may be significant and adverse (Threshold 4.12.1).

There are no arterial monitoring stations identified in the 2010 CMP for the County near the proposed Project, and the Project is not anticipated to conflict with standards established for designated roads or highways. The proposed Project would have a less than significant impact relative to the adopted CMP, and no mitigation is required (Threshold 4.12.2).

While operation of the proposed Project would involve the replacement of the former pool facility, which would be designed to meet all applicable City Codes and standards related to emergency access, potential temporary lane closures during project construction could restrict access for emergency vehicles. As such, mitigation in the form of a Construction Traffic Management Plan, which would identify traffic controls for any potential street closures, detours, or other disruption to traffic circulation and public transit routes, is necessary for the proposed Project. Without implementation of mitigation, potential impacts related to emergency access during construction would potentially be significant and adverse (Threshold 4.12.5).

The Project would not conflict with adopted plans supporting alternative transportation and would not interfere with existing bicycle paths or bus routes in the vicinity of the Project site. Therefore, the proposed Project would have less than significant impacts relative to public transit, bicycle, or pedestrian facilities, and no mitigation is required (Threshold 4.12.6).

4.12.8 Mitigation Measures

Implementation of the following mitigation measures will ensure that potential traffic impacts resulting from Project implementation would be reduced to less than significant levels.

Mitigation Measure 4.12.1: Event Traffic Management Plan. In the event that a large special event (defined as more than 450 spectators) is held at Belmont Pool, the City of Long Beach (City) Parks and Recreation Director, or designee, shall develop an Event Traffic Management Plan for review and approval by the City Traffic Engineer. The plan shall be designed by a registered Traffic Engineer and shall address potential impacts to traffic circulation and the steps necessary to minimize potential impacts (e.g., active traffic management and/or off-site parking and shuttles) during the large special event.

Mitigation Measure 4.12.2: Construction Traffic Management Plan. Prior to the issuance of any demolition permits, the City of Long Beach (City) Parks and Recreation Director, or designee, shall develop a Construction Traffic Management Plan for review and approval by the City Traffic Engineer. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes and shall ensure that emergency vehicle access is maintained. The plan shall identify the routes that construction vehicles shall use to access the site, the hours of construction traffic, traffic controls and detours, and off-site staging areas. The plan shall also require that a minimum of one travel lane in each direction on Ocean Boulevard be kept open during construction activities. Access to Belmont Veterans' Memorial Pier, the Shoreline Beach Bike Path, and the beach shall be maintained at all times. The Construction Traffic Management Plan shall also require that access to the pier, the bike path, and the beach be kept open during construction activities. The plan shall also require the City to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt.

4.12.9 Level of Significance After Mitigation

Potential impacts to Traffic from the proposed Project would be mitigated to less than significant levels with implementation of Mitigation Measures 4.12.1 and 4.12.2. Therefore, the proposed Project would not result in any significant unavoidable impacts related to Traffic.

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