



# Staybridge Suites Hotel

Initial Study – Mitigated Negative Declaration

*prepared by*  
**City of Long Beach**  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802

*prepared with the assistance of*  
**Rincon Consultants**  
706 South Hill Street, Suite 1200  
Los Angeles, California 90014

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# Initial Study

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## 1 Project Title

Staybridge Suites Hotel

## 2 Lead Agency Name and Address

City of Long Beach  
333 W. Ocean Boulevard, 5<sup>th</sup> Floor  
Long Beach, California 90802

## 3 Contact Person and Phone Number

Craig Chalfant, Senior Planner  
(562) 570-6368

## 4 Project Location

The project site consists of two areas: one area with the proposed hotel building and parking structure, and another area subject to the proposed zone change. The hotel area is located on an approximately 5.6-acre property at 2640 North Lakewood Boulevard. The area is situated along the north side of Willow Street, east of the intersection with North Lakewood Boulevard and directly south of Interstate 405. The zone change area is a 6.7-acre area on both sides of Lakewood Boulevard, north of Willow Street. This zone change area includes 4141 to 4217 Willow Street and 2610 Lakewood Boulevard.

Figure 1 shows the location of the site in the region and Figure 2 depicts the hotel site in its neighborhood context.

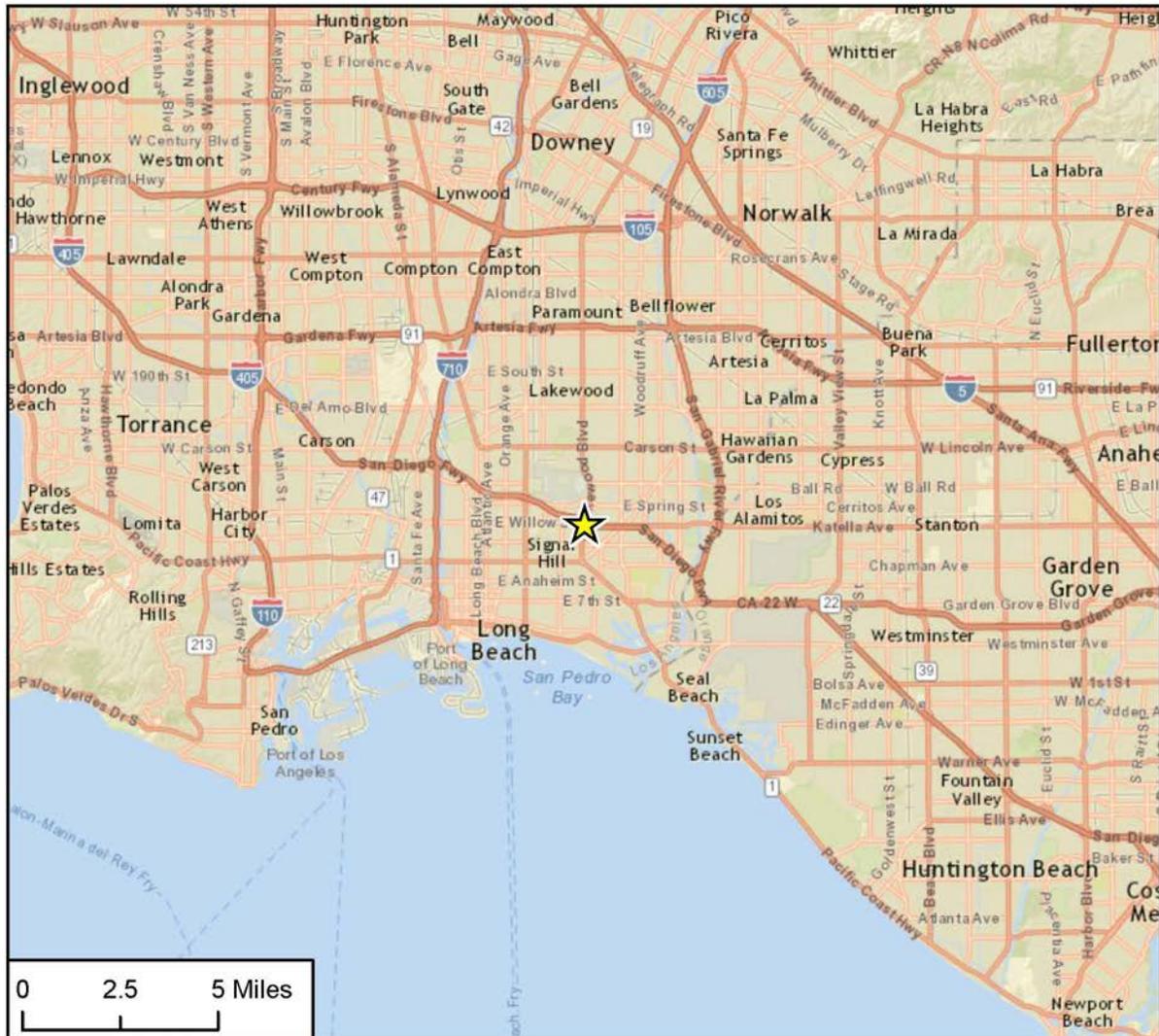
## 5 Project Sponsor's Name and Address

Applicant:  
Steven Fainbarg  
129 W. Wilson Suite 100  
Costa Mesa, California 92627

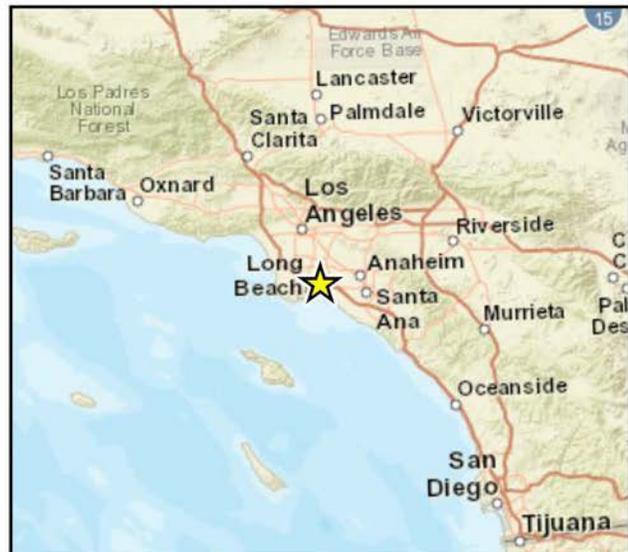
## 6 Existing Setting

The proposed hotel site is currently developed with a 222-room, 13-story Holiday Inn and another 50-room, 2-story hotel (see Figure 3). The hotel area is located at the northeast corner of North Lakewood Boulevard and East Willow Street. The hotel site does not include the area directly adjacent to the intersection that is developed with a Chevron station. In addition to the Chevron station, the hotel site is bordered by a strip mall to the west, retail and single family residences to the south, and Interstate 405 to the north and east. The zone change area includes the Chevron Station and strip mall on the western side of Lakewood Boulevard. Long Beach Airport is located north of the site, on the opposite side of Interstate 405, and 300 feet from the hotel site. Due to the northwest to southeast orientation of the Long Beach Airport, the zone change area is located approximately 1,000 feet from the airport.

Figure 1 Regional Location



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ISFig 1 Reg Locn

Figure 2 Proposed Hotel Site



## 7 General Plan Designation

Land Use District 8 - Major Commercial Corridor

## 8 Zoning

Regional Highway Commercial Zoning District (CHW).

## 9 Description of Project

### *Proposed Hotel*

The proposed project involves demolition of the existing two-story hotel on the project site and construction of a new six-story, 125-room hotel and two-level parking structure as well as an associated zone change (described below) to accommodate the proposed hotel. The project also includes relocating the pool from its current location between the existing two-story, 50-room hotel and 13-story hotel, to the center of the site. The project would result in a net increase of 75 hotel rooms. The project also includes the addition of 2,496 sf of conference room space. The 13-story hotel would remain. The new hotel would connect to the existing 13-story hotel on the first floor. The proposed restaurant would be accessible from the interior of the new hotel and the existing 13-story hotel. See Figure 4 for the proposed hotel site plan. Table 1 shows a breakdown of the existing and proposed uses on the site.

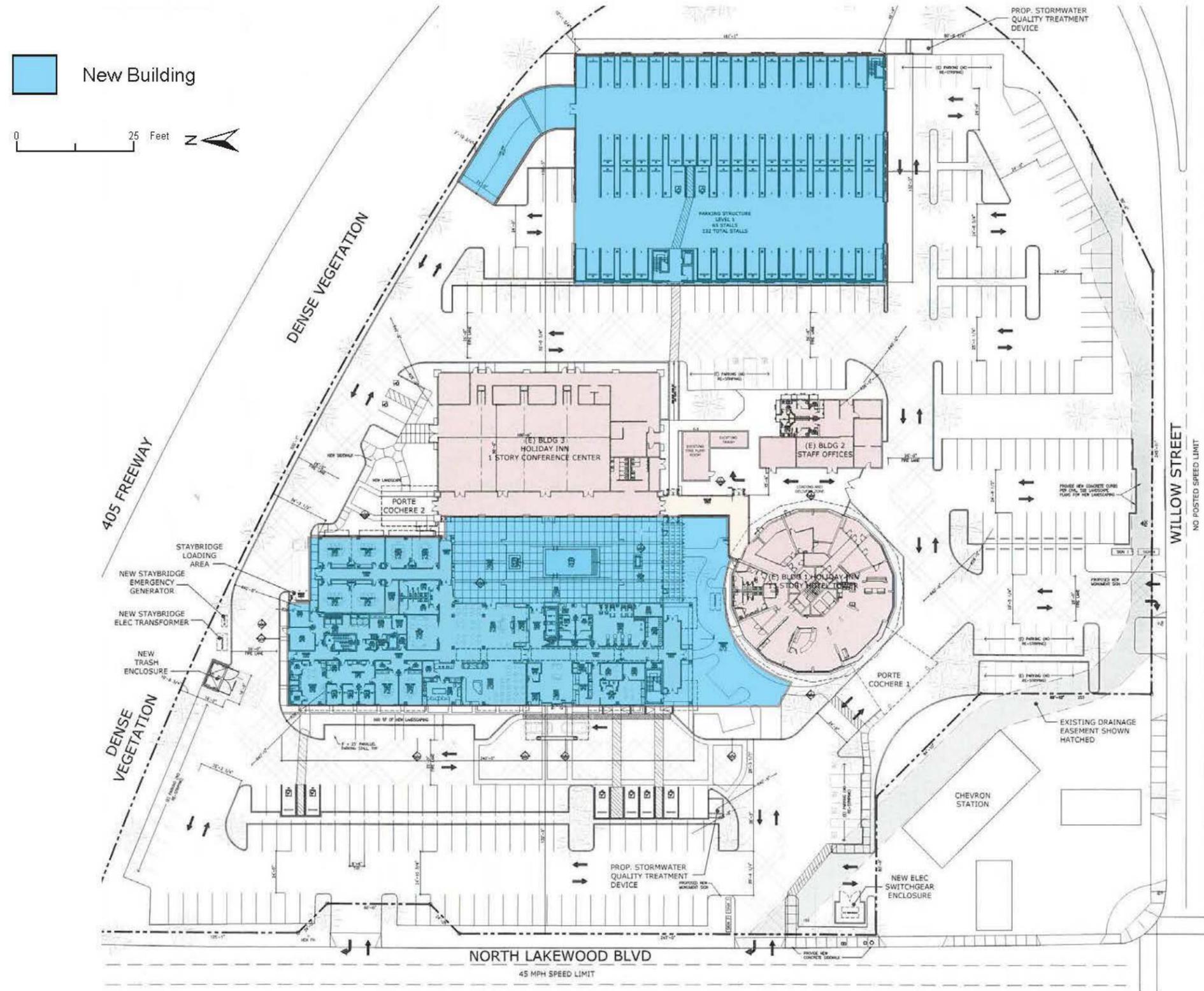
**Table 1 Project Summary**

<b>Building Area</b>	<b>square feet</b>
Proposed Hotel Building Area	95,958
Proposed Restaurant Area	4,091
Existing Building Area to Remain	102,819
<b>Total Finished Building Area</b>	<b>202,868</b>
<b>Guest Rooms</b>	<b>number of rooms</b>
Proposed Rooms	125
Existing Rooms to Remain	172
Existing Rooms to be Demolished	(50)
<b>Proposed Total</b>	<b>297</b>
<b>Parking</b>	<b>number of spaces</b>
Proposed Parking Level 1	65
Proposed Parking Level 2	67
Existing Parking to Remain	253
<b>Total</b>	<b>385</b>
<b>Parking Required</b>	<b>447 (62 spaces below minimum)</b>



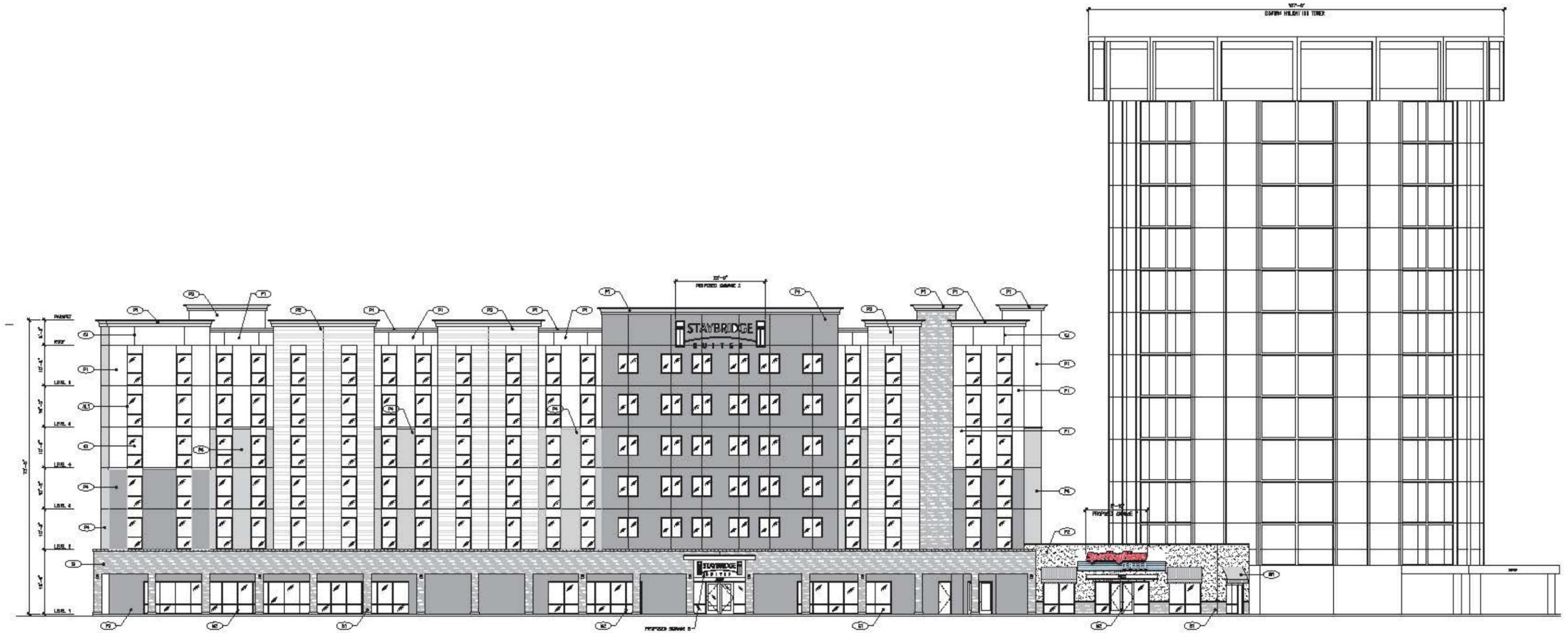
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Figure 4 Proposed Hotel Site Plan



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Figure 5 Proposed Hotel Elevations



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### *Proposed Building*

The proposed building is a 6-story, midrise hotel to be constructed in a contemporary style. The building would be rectangular in plan with a flat roof featuring parapets of varying heights. The ground level exterior would be clad in manufactured stone tile, while the upper levels would be finished with a smooth troweled cement plaster in various earth tones. Fenestration would consist of clear glazing framed in aluminum. A colonnade of square columns clad in manufactured stone tile would be featured along the length of the ground floor, supporting a flat dropped roof that would project from the façade of the building. A metal awning would mark the central primary entrance and porte cochere. Six projecting bays of various widths would be created on the façade by slight vertical recesses every 71 feet, the tallest of which would be in the same manufactured stone tile as the ground level façade and columns. Building elevations have been shown in Figure 5. The hotel would be situated on a level lot facing west toward North Lakewood Avenue.

### *Access and Parking*

Access would continue to be provided by two driveways on North Lakewood Boulevard, and one of the two entrances on East Willow Street would be removed (See Figure 4, Proposed Hotel Site Plan).

A portion of the existing parking lot would be demolished and replaced with a two-level, 135-space parking structure. The 132 parking spaces would include 65 on the first level and 67 on the second level. When added to the 253 existing parking spaces that would remain, the proposed structure would bring total onsite parking to 385 parking spaces. The project is required to provide 447 spaces; therefore, a Standards Variance for parking is requested.

### *Proposed Zone Change*

The project site is currently zoned Regional Highway Commercial Zoning District CHW, which has a maximum building height allowance of 28 feet or two stories. In order to allow for the proposed building height of six stories (73 feet), the applicant is requesting a zone change to include the site in the Willow Street Center Planned Development District (PD 27). This District allows for a maximum height of 230 feet or 20 stories. This district currently covers a 10-acre area on Willow Street approximately 425 feet west of the project site. Specific Plan boundaries, such as the boundaries of PD 27, are required to be contiguous. Therefore, in order for the project site to be included in the boundaries of this district, the zoning for the area in between the current PD 27 boundary and the project site would also need to be changed. Figure 6 shows the current and proposed PD 27 boundaries. This proposed zone change would add approximately 6.7 acres (not including the area covered by North Lakewood Boulevard) to PD 27.

This proposed zone change would potentially accommodate additional development of increased height on the additional parcels, but there are no reasonably foreseeable development proposals for any of these sites. Although conceptually considered in this Initial Study, future development on these parcels would require separate site plan review and environmental review under CEQA.

The parcel located at 4141 to 4217 Willow Street has constraints that would limit the development that could occur on the site. The first is access: the freeway exit deceleration lane is adjacent to the site. As a result access is only allowed off of Willow Street and no access is allowed to be taken from Lakewood Boulevard. Additionally, access from Willow Street is limited to right turn in and right turn out. Secondly, the restaurant is a mid-century modern building known as the Ray Vines Chrysler Building. Although it is not currently listed, it is eligible for the State Register of Historic Resources and City landmark list for its historic value. The property owner recently completed a rehabilitation of the building consistent with the Secretary of Interior's standards. As such, the only likely scenario for this parcel is for the current buildings and uses to remain. The carwash structure

could be demolished, but due to the site constraints any replacement building would likely be similar in size and configuration.

The parcel at 2610 Lakewood (the gas station) also has constraints due to the size of the parcel. Redevelopment of the parcel size of 22,246 sf could accommodate a development limited in height but similar to what is allowed today. Redevelopment at the height allowed under PD 27 could not be accommodated on this site while still allowing room for setbacks, parking, and access.

These constraints have been taken into account in the analysis contained herein.

## 10 Required Approvals

The following entitlements are required for the proposed development:

- Zone Change
- Site Plan Review
- Standards Variance for Required Parking

## 11 Other Public Agencies Whose Approval is Required

The City of Long Beach is the lead agency with responsibility for approving the proposed project. Approval from other public agencies is not required.

Figure 6 Proposed PD 27 Boundaries



## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

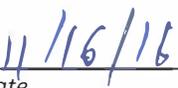
- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/>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

## Determination

Based on 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 to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature  
  
\_\_\_\_\_  
Printed Name

  
\_\_\_\_\_  
Date  
  
\_\_\_\_\_  
Title

# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

*Proposed Hotel*

The hotel site is located in an urbanized area of Long Beach and is bordered by a one-story strip mall and car wash to the west, a restaurant, parking lot and single family residences to the south, and the 405 freeway to the north and east. A barrier wall in front alongside the residential neighborhood blocks views toward the project. The commercial and retail buildings to the west would have direct views of the six-story hotel. Interstate 405 is located along the northern and eastern boundaries of the property and Long Beach Airport is located on the opposite side of the freeway. The site and surroundings are flat and do not offer scenic vistas or views of any identified scenic resources. There are no views of the ocean from the site, which is located approximately three miles from the coastline.

The proposed a six-story, 125-room Staybridge Suites Hotel would be taller than the existing hotel to be demolished, but less than half the height of the 13-story Holiday Inn that currently occupies the site and is proposed to remain. Although the new hotel would be visible from adjacent to residences to the south, Lakewood Boulevard, and Interstate 405, it would not adversely affect any identified scenic vistas. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the Long Beach Municipal Code (LBMC). Impacts would be less than significant. In the unlikely event that a

development with potentially significant aesthetic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The only scenic route established by the Scenic Routes Element of the City of Long Beach General Plan is Highway 1, which is located approximately one mile to the south. However, Highway 1 is only an eligible State Scenic Highway, and is not officially designated as such. No state designated scenic highways are located in Long Beach.

The hotel site contains a few trees and other bushes, which are ornamental and scattered throughout the existing parking lot. Some of these trees would be removed in order to construct the new hotel and parking structure. There are no rock outcroppings or historic buildings on the site. New landscaping would be added to the site in conjunction with the new hotel. The impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant aesthetic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The site is developed with a two-story, 50-room (see Photo 1 on Figure 7) and a 13-story Holiday Inn (see Photo 2 on Figure 7). The proposed hotel involves the demolition of the older two-story hotel structure and the construction of a new six-story hotel that would be closer in scale to the existing 13-story hotel. While the proposed building is taller than the existing structure, it would be less than half the height of the existing Holiday Inn building. The new hotel and landscaping would generally enhance the visual quality of the site. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant aesthetic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

Figure 7 Site Photos



Photo 1: View of existing hotel to be demolished looking east from the parking lot.



Photo 2: view of existing 13 story Holiday Inn looking east from the parking lot.

- d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

*Proposed Hotel*

The hotel site is currently developed with a 13-story building, two-story building, and parking lot. The site and its surroundings are located in an urbanized environment with high levels of nighttime lighting.

The project involves a six-story hotel that would have guest room windows of fixed glass with no operable parts. External lighting would illuminate sides of the building; additionally, the individual rooms would generate light. There would also be lighting associated with the parking lot, as well as general security lighting for the entire property.

Light and glare from the proposed hotel project would be similar to that generated by the existing hotel that is to be removed and the 13-story hotel that would remain on the site. Additionally the site is adjacent to Interstate 405 which has road lights during the night. The project would be required to comply with the lighting requirements of the LBMC. Impacts would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant aesthetic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

## 2 Agriculture and Forest Resources

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

*Proposed Hotel*

There are no agricultural zones or forest lands in Long Beach, which has been fully urbanized for over half a century. The proposed project would have no impact upon agricultural or forest resources.

*Proposed Zone Change*

There are no agricultural zones or forest lands in the area to be added to PD 27. No impact would occur.

**NO IMPACT**

### 3 Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Conflict with or obstruct implementation of the applicable air quality plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone, particulate matter (PM10 and PM2.5) and lead, as well as the state standard for nitrogen dioxide (NOx) (California Air Resources Board, February 2011, April 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

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

- 75 pounds per day reactive organic compounds (ROC)
- 100 pounds per day NOx

- 550 pounds per day carbon monoxide (CO)
- 150 pounds per day sulfur oxides (SOx)
- 150 pounds per day PM<sub>10</sub>
- 55 pounds per day PM<sub>2.5</sub>

The SCAQMD has adopted the following thresholds for operational pollutant emissions:

- 55 pounds per day ROC
- 55 pounds per day NOx
- 550 pounds per day CO
- 150 pounds per day SOx
- 150 pounds per day PM<sub>10</sub>
- 55 pounds per day PM<sub>2.5</sub>

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD’s California Environmental Quality Act (CEQA) Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NOx, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed hotel involves approximately 1.36 acres of on-site grading and construction. SCAQMD’s Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly one, two, or five acres in size. This methodology was implemented to determine the thresholds for the proposed hotel. The project site is located in Source Receptor Area 4 (SRA-4, Long Beach). LSTs are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals and the elderly. The closest sensitive receptors to the project site are the residential houses approximately 300 feet south of the project site. LSTs for construction on a 1.36-acre site in SRA-4 are shown in Table 2.

**Table 2 SCAQMD LSTs for Emissions in SRA-4**

Pollutant	Allowable emissions <sup>1</sup> (lbs/day)
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	66
CO	922
PM <sub>10</sub>	16
PM <sub>2.5</sub>	6

<sup>1</sup> Allowable emissions from site involving 1.36 acres of grading in SRA-4 for a receptor 50 meters away.

Source: SCAQMD, Appendix C – Mass Rate LST Look-up Table. Accessed August 2016.

- a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

*Proposed Hotel*

According to the SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's population growth forecast.

As discussed in Section 13(a), Population, the California Department of Finance (DOF) states that the population of Long Beach in 2016 is 484,958. The Southern California Association of Governments (SCAG) estimates that the city's population will increase to 534,100 by 2035, an increase of 49,142.

As discussed in Section 13 (Population and Housing), the hotel site is not designated for residential use and would not have a direct impact on population. Therefore, the hotel would not obstruct implementation of the AQMP and this impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Therefore any redevelopment on these sites would not result in additional population and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The proposed hotel would generate both temporary construction and long-term operational emissions. Emissions generated during construction are typically associated with the operation of heavy diesel equipment and grading. Operational emissions would primarily be dependent upon vehicular traffic increases. Both construction- and operational-phase emissions are discussed below.

*Construction Emissions*

The Air Basin is in non-attainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM<sub>10</sub> standard, and the State 24-hour and annual PM<sub>10</sub> standards. The Basin is in attainment or unclassified for all other federal and State ambient air quality standards. The ozone precursors VOC and NO<sub>x</sub>, in addition to fine particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), are the pollutants of primary concern for projects located in the SCAQMD. A project would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds.

Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). For purposes of modeling, it was assumed that construction would take approximately 15 months. Table 3 compares the maximum daily construction emissions that would result from proposed site preparation, grading, and paving to SCAQMD construction emission thresholds, including LSTs. The CalEEMod output sheets detailing construction emissions by phase are shown in Appendix B.

**Table 3 Construction Emissions (pounds/day)**

Pollutant	SCAQMD Daily Thresholds (lbs/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Maximum Daily Emissions	19.5	27.9	22.7	4.0	2.6	>0.1
SCAQMD Thresholds (peak day)	75	100	550	150	55	150
<b>Exceed Daily SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum Daily On-Site Emissions	19.4	26.6	20.9	3.9	2.5	>0.1
Localized Significance Thresholds	N/A	66	922	16	6	N/A
<b>Exceed LST?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

See Appendix B for CalEEMod worksheets.

Maximum daily emissions generated by construction of the proposed hotel, including demolition of the existing hotel, would not exceed SCAQMD regional thresholds. Construction activities (including site preparation, grading, and paving) would also be required to comply with SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the AQMP, which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. Implementation of these requirements would further reduce project impacts associated with fugitive dust.

Demolition activity would also be required to comply with Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), which requires that the owner or operator of any demolition or renovation activity have an asbestos survey performed prior to demolition and provide notification to the SCAQMD prior to commencing demolition activities.

With implementation of standard SCAQMD requirements, construction-related impacts would be less than significant

*Operational Emissions*

Long-term operational emissions associated with the proposed hotel are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. CalEEMod was used to calculate emissions based on the land uses for the proposed hotel and the number of vehicle trips generated by development. Development of the proposed hotel would be required to comply with all applicable rules set forth by the SCAQMD and all applicable policies of the City of Long Beach General Plan. Emissions were also calculated for the existing buildings that would be removed in order to construct the proposed hotel. These emissions were subtracted from the emissions from the proposed hotel to show the net emissions that would result from implementation of the project. As shown in Table 4, the project would result in a net reduction in emissions in the long term. Therefore, no significant long-term impact to regional air quality would occur.

**Table 4 Operational Emissions (pounds/day)**

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area	2.6	<0.1	<0.1	<0.1	<0.1
Energy	0.1	0.9	0.8	0.1	0.1
Mobile	4.1	9.4	38.2	6.5	1.8
<b>Total Emissions</b>	<b>6.8</b>	<b>10.3</b>	<b>39.0</b>	<b>6.6</b>	<b>1.9</b>
<i>Emissions from Existing Buildings</i>	<i>1.8</i>	<i>3.1</i>	<i>12.3</i>	<i>1.5</i>	<i>0.4</i>
<b>Total Net Emissions</b>	<b>5.0</b>	<b>7.2</b>	<b>26.7</b>	<b>5.1</b>	<b>1.5</b>
<i>SCAQMD Thresholds</i>	55	55	550	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

() denotes a negative number

Source: CalEEMod calculations, see Appendix B

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant air quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

Certain population groups, such as children, the elderly, and people with health problems, are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to the hotel site are residences located approximately 300 feet directly to the south. Discussed under impacts b and c above, temporary construction emissions and operational emissions would not exceed SCAQMD thresholds; therefore, the project would not subject sensitive receptors to significant pollutant concentrations.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant air quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

Odors would be generated by the operation of equipment during the construction phases of the proposed hotel. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the CARB anti-idling rule (SS2449(d)(2)), which limits idling to 5 minutes. Some of these odors may reach sensitive receptors adjacent to the project site; however, impacts would be temporary in nature. Hotel uses typically do not create objectionable odors. Therefore, impacts would be less than significant.

*Proposed Zone Change*

The proposed zone change would allow for more intensive development on the parcels directly west of the proposed hotel site. As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant air quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

# 4 Biological Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
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 Wildlife or U.S. Fish and Wildlife Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

*Proposed Hotel*

The hotel site is within an urbanized area and does not contain native biological habitats or habitats for special status species. Existing onsite vegetation consists of ornamental landscaping, including trees, small grass pathways, and bushes. The property is bordered by trees on the north and east alongside Interstate 405.

The project involves the removal of existing landscape trees that may provide suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711). The proposed hotel has the potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 15 through September 15. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, the proposed hotel could result in potentially significant impacts unless mitigation is incorporated.

*Proposed Zone Change*

The area proposed to be included in PD 27 is fully developed. As described in the project description, existing constraints on these parcels would be expected to limit future development potential. Any future development would likely be similar to the nature and scale of existing development. Additionally, any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. There are landscaping trees on these parcels as well. Therefore, Mitigation Measure BIO-1 would be required for development on these parcels. Impacts would potentially significant unless mitigation is incorporated.

*Mitigation Measure*

The following mitigation measure, and compliance with MBTA and CFGC requirements, would be required to reduce impacts to nesting birds to a less than significant level.

- BIO-1** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 3 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the Project Boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/ nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

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

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

*Proposed Hotel*

The hotel site is located in an urban setting and does not include any riparian or sensitive natural communities. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is fully developed and does not include any riparian or sensitive natural communities. No impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

The hotel site is within an urbanized area adjacent to Interstate 405 and does not provide for any substantial movement or nursery habitat. The proposed hotel would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is fully developed and is located near Interstate 405. Any development within this area would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions. No impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

The proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. In the unlikely event that a development with potentially significant biological resources impacts is proposed in the future, the development would be subject to separate environmental review under CEQA. No impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

The hotel site is not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is not within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

**NO IMPACT**

# 5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

*Proposed Hotel*

There are no designated historic buildings on the hotel site and the project is not located in a historic district (City of Long Beach, 2014). Project implementation would have no impact on any historic resources in the City.

*Proposed Zone Change*

As described in the project description, the restaurant located in the proposed zone change area is a mid-century modern building known as the Ray Vines Chrysler Building. Although it is not currently listed, this building is eligible for listing on the State Register and City landmark list for its historic value. The property owner recently completed a rehabilitation of the building consistent with the Secretary of Interior’s standards. As such, the only likely scenario for this parcel is for the current buildings and uses to remain. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. In the unlikely event that a development with potentially significant cultural resources impacts is proposed in the future, the development would be subject to separate environmental review under CEQA. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?
- c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

- d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

*Proposed Hotel*

The hotel site is relatively flat and does not contain unique geologic features. The project site has been previously graded and paved; therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. Because the site has been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in the project area are not likely to contain substantive fossils. Although excavation and grading is not expected to uncover archaeological resources, paleontological resources or human remains, the possibility for such resources exists and impacts would be potentially significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Because these parcels have been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in the project area are not likely to contain substantive fossils. Although project implementation is not expected to uncover archaeological resources, paleontological resources or human remains, the possibility for such resources exists and impacts would be potentially significant. Therefore Mitigation Measures CR-1 and CR-2 would be required for development within the zone change area.

*Mitigation Measures*

The following mitigation measures would reduce impacts to a less than significant level.

- CR-1 Resource Recovery Procedures.** In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.
- CR-2 Human Remains Recovery Procedures.** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. Additional surveys will be required if the Project changes to include unsurveyed areas.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

## 6 Geology and Soils

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

- a1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

*Proposed Hotel*

Per Plate 2 of the Seismic Safety Element of the Long Beach General Plan (Long Beach, City of, 1988), the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. A portion of the Newport-Inglewood Fault is located approximately one mile to the southwest of the hotel site, but no known fault lines cross through the site. This impact would be less than significant.

*Proposed Zone Change*

There are no known fault zones in the area proposed to be included in PD 27. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

*Proposed Hotel*

The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the city. However, the hotel site is not subject to unusual levels of ground shaking and the new structures would be required to comply with all applicable provisions of the California Building Code (CBC). This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant geological impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- a3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

*Proposed Hotel*

The hotel site is located within an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). Construction of the proposed buildings and parking lot would be required to follow CBC standards and Public Resources Code Section 2963(c) requirements that address liquefaction hazards, including strengthening the foundation and its footings. With implementation of these standard requirements, this impact would be less than significant.

*Proposed Zone Change*

The zone change area is also located in an area with liquefiable materials. Any development proposed in the area proposed to be included in PD 27 would also be required to comply with CBC standards and the requirements of Public Resources Code Section 2963(c) that address liquefaction hazards. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

*Proposed Hotel*

Per the City of Long Beach Seismic Safety Element, the City consists predominantly of low, gently sloping to nearly level coastal plain of the southern Los Angeles Basin. The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle. The project site and the surrounding area are flat, and not located near or on landslide potential area. Therefore, there is no risk of landslides on the hotel site and no impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is completely developed and is flat and not located on or near a landslide potential area. Consequently, there is no risk of landslides on the site and no impact would occur.

**NO IMPACT**

- a5. Would the project result in substantial soil erosion or the loss of topsoil?

*Proposed Hotel*

The proposed hotel would be constructed on previously developed land. There is potential for soil erosion to occur at the site during site preparation and grading activities associated with the project. Demolition and excavation activities would be required to adhere to Section 18.95.050 of the LBMC, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and methods for material delivery and storage. The use of appropriate BMPs during construction would ensure that erosion and loss of topsoil impacts would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant geological impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The project includes the demolition of an existing 2 story hotel and the construction of a new 6 story hotel. As stated above, the project site is located within an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability. The project would be required to be constructed in accordance with CBC standards. This would ensure that construction of the project would not result in on or off site geologic impacts. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant geological impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- c. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

*Proposed Hotel*

Per the City of Long Beach Seismic Safety Element, the city is divided into four predominant soil profiles, designated as Profiles A through D. The hotel site is located in Profile C, which is composed of sandy and clayey alluvial materials. No issues related to expansive soils are known to be present. This impact would be less than significant.

*Proposed Zone Change*

The area proposed to be included in PD 27 is also located within soil profile C. No issues with expansive soils are known to be present. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

All of Long Beach is served by an existing sewer system; therefore, for the project would not involve the use of septic tanks or any other alternative waste water disposal systems. No impact would occur.

*Proposed Zone Change*

Any development proposed in the area proposed to be included in PD 27 would be required to connect with sewers and no septic systems would be used. No impact would occur.

**NO IMPACT**

# 7 Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O<sub>x</sub>), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>) (Cal EPA, 2006).

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHGs, Earth’s surface would be about 34° C cooler (Cal EPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the SCAQMD, and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CDE<sup>1</sup>) emissions per year to be significant. However, the SCAQMD’s threshold applies only to stationary sources and is intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended quantitative threshold for all land use types of 3,000 metric tons CDE/year (SCAQMD, “Proposed Tier 3 Quantitative Thresholds – Option 1”, September 2010).

Because the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in the City of Long Beach, the proposed hotel is evaluated based on the SCAQMD’s

<sup>1</sup> Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e).

recommended/preferred option threshold for all land use types of 3,000 metric tons CDE per year (SCAQMD, “Proposed Tier 3 Quantitative Thresholds – Option 1”, September 2010).

- a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

*Proposed Hotel*

The project’s proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed hotel. Therefore, construction-related GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. Additionally, the GHG emissions generated by the existing 50 room hotel are shown and subtracted from the total generated by the proposed hotel. As shown in Table 5, the project would result in a net increase of 1,391 metric tons CDE. This is less than the recommended SCAQMD threshold of 3,000 metric tons per year. This impact would be less than significant.

**Table 5 Estimated Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (metric tons of CDE)
Construction (amortized over 30 years)	12
Operational and Mobile	1,814
<b>Total</b>	<b>1,826</b>
<i>GHG Emissions from Existing Hotel to be Demolished</i>	<i>435</i>
<b>Proposed Hotel minus Existing</b>	<b>1,391</b>
<b>SCAQMD Threshold</b>	<b>3,000</b>
<b>Threshold Exceeded?</b>	<b>No</b>

(-) denotes a negative number

Sources: Emissions reported are from CalEEMod mitigated construction and operational data. See Appendix B for calculations.

Carbon dioxide equivalent (CDE or CO<sub>2</sub>E) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO<sub>2</sub> (usually in metric tons; million metric tons [megatonne] = MMTCO<sub>2</sub>E = terragram [Tg] CO<sub>2</sub> Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Since the developments that could occur in the zone change area would be similar to those that are already present, any development would not result in a significant net increase in CDE emissions. Impacts would be less than significant. In the unlikely event that a development with potentially significant greenhouse gas emissions impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

In April 7, 2016, the Southern California Association of Governments (SCAG) adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development. The proposed hotel would be infill development that replaces an existing hotel with a new larger hotel and, therefore, evolves more efficient use of the land. Additionally, the RTP/SCS contains goals to reduce air emissions by increasing walkability. The proposed hotel is located approximately 200 feet north of an intersection that has commercial uses on all corners. The proposed hotel would also be required to comply with the energy efficiency measures contained in Title 24 of the California Administrative Code (the California Building Energy Efficiency Program). The proposed hotel would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. Any development within the zone change area would also be considered infill development. The area is located directly adjacent to a major intersection with commercial uses. Impacts would be less than significant. In the unlikely event that a development with potentially significant greenhouse gas emissions impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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# 8 Hazards and Hazardous Materials

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

*Proposed Hotel*

The proposed hotel would not use or store large quantities of hazardous materials. Small quantities of potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant hazards and hazardous materials impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

*Proposed Hotel*

The nearest existing schools are Charles A. Buffum Elementary School and Marina Montessori School, both of which are located approximately 0.2 miles from the site. The proposed hotels would not emit hazardous materials or involve the handling of hazardous materials or substances. Therefore, this impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. The proposed zone change area is located approximately 0.2 miles from Charles A. Buffum Elementary School and Marina Montessori School. Typical commercial uses, as allowed in PD 27 do not emit hazardous materials or handle hazardous materials or substances. Impacts would be less than significant. In the unlikely event that a development with potentially significant hazards and hazardous materials impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The following databases compiled pursuant to Government Code Section 65962.5 were checked (August 10, 2016) for known hazardous materials contamination at the hotel site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground storage tanks (LUSTs); and
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The hotel site was not listed on any of the above listed environmental databases. There is one open remediation case located directly adjacent to the site at the Chevron Gas station. The gas station has a leaking underground storage tank (LUST) and is currently undergoing remediation. The Groundwater Monitoring Report completed for the Chevron contamination site shows that the contamination is in the groundwater, but that the groundwater flows southwest, away from the proposed hotel site. Additionally, the monitoring showed that no contamination was found on the side of the Chevron facility closest to the hotel site (SAIC 2012). There are three closed remediation cases at the Shell station located on the southwest corner of the intersection. Since contamination is not known to be present near the site, the development would not create a significant hazard to the public or the environment. Impacts would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Development would be possible on the Chevron site. However, any development proposed on the Chevron site would be required to go through site plan review, comply with the LBMC, and complete separate CEQA review. Mitigation could be required at that time if the current remediation effort is not complete and the case has not yet been closed. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The hotel site is located approximately 300 feet from Long Beach Airport, which is on the opposite side of Interstate 405 from the project site. The site is not within the Long Beach Airport Influence Area (Los Angeles County Airport Land Use Commission, 2003). The site is not located within 2 miles of a private airport. No impact would occur.

*Proposed Zone Change*

The proposed zone change area is located approximately 1,000 feet from the Long Beach Airport, which is located on the opposite side of Interstate 405. The zone change area is not located within the Long Beach Airport Planning Boundary or Airport Influence Area. The area is not located within 2 miles of a private airport. No impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

The proposed hotel would not alter any roadways or freeway access and does not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Since the zone change area is already developed, it is unlikely that any proposed development would interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant. In the unlikely event that a development with potentially significant hazards and hazardous materials impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- h. Would the project 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?

*Proposed Hotel*

Long Beach is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires. No impact would occur.

*Proposed Zone Change*

The area proposed to be added to PD 27 is completely developed and there are no wildlands on the site or in the area. No impact would occur.

**NO IMPACT**

## 9 Hydrology and Water Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Violate any water quality standards or waste discharge requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Result in inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. Would the project violate any water quality standards or waste discharge requirements?
- e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f. Would the project otherwise substantially degrade water quality?

*Proposed Hotel*

Temporary site preparation, grading, and paving activities associated with the project may result in soil erosion that could degrade water quality. However, on-site activities would be required to comply with the requirements of the LBMC Chapter 18.95, National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) Regulations. Specifically, proposed demolition and construction activities would be required to comply with LBMC Section 18.95.050, which requires construction plans to include construction and erosion and sediment control BMPs. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Compliance with these requirements would reduce potential impacts to water quality during construction of the proposed hotel.

The project would not increase the amount of impervious surface on the site since it already developed with a parking lot and existing hotels. It will continue to use the existing drainage features, and not add impervious surfaces. The project would comply with Section 18.74.040 of the LBMC, which requires runoff to be infiltrated, captured and reused, evapotranspired, and/or treated on-site through storm water BMPs listed in the Low Impact Development (LID) Best Management Practices Manual. The project would also comply with the project SUSMP, which requires that post development peak runoff shall not exceed pre-development rates, the conservation of natural areas, minimization of stormwater pollutants through use of BMPs, protection of slopes and channels, appropriate signage at storm drain systems and proof of ongoing BMP maintenance. The SUSMP also sets standards for design of outside material storage areas, trash storage areas and structural or treatment control BMPs that would be followed by the proposed hotel. Therefore, no long-term change to hydrology or water quality would occur. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant hydrology and water quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The project would receive water service from the City of Long Beach Water Department, and would not interfere with accessible groundwater. The project will not increase the amount of impervious surface on the site as it is already paved and developed. Current stormwater requirements require the stormwater to be contained onsite, which would aid recharge. Therefore, the project would not substantially decrease groundwater or interfere with groundwater recharge. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. The zone change area is already completely built out. Any development proposed in this area would not increase the amount of impervious surfaces and interfere with groundwater recharge or substantially deplete groundwater supplies. Impacts would be less than significant. In the unlikely event that a development with potentially significant hydrology and water quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The project includes the demolition of an existing hotel and the construction of a new hotel and parking structure. The project would not alter the course of any stream or other drainage and would not increase the potential for flooding. As discussed above, adherence to the city's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants within runoff leaving the site. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant hydrology and water quality impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?
- h. Would the project place structures in a 100-year flood hazard area structures that would impede or redirect flood flows?

*Proposed Hotel*

The project site is located in Zone X of the FEMA FIRM (Map # 06037C1970F; September 26, 2008). Zone X is characterized as having a 0.2 percent chance for an annual flood. The proposed hotel would not increase exposure of people, housing, or other property to risks associated with flooding within a 100-year flood hazard area. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is also located in Zone X of the FEMA FIRM (Map#06037C1970F; September 26, 2008). No Impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

The project site is located away from any dams or levees. According to the Long Beach General Plan Safety Element, the proposed hotel site is not subject to flooding due to dam or levee failure. Additionally, the project would not increase exposure to risks associated with dam or levee failure. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 is also located away from any dams or levees and would not be subject to flooding due to dam or levee failure. No impact would occur.

**NO IMPACT**

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

*Proposed Hotel*

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. As a tsunami reaches the shallow waters of the coast, the waves slow down and the water can pile up into a wall 30 feet or more in height. The effect can be amplified where a bay, harbor or lagoon funnels the wave as it moves inland. Large tsunamis have been known to rise over 100 feet. Even a tsunami 1 to 3 feet in height can be destructive, resulting in deaths and injuries, especially within port and harbor facilities.

The project site is located approximately 3 miles from the coastline. According to the Long Beach General Plan Safety Element, the project site is located in a low hazard area for tsunamis and seiches. This results in a less than significant impact.

Due to the flat topography and location of the project site, slope instability is not a problem, therefore mudslide and mudflow impacts are less than significant.

*Proposed Zone Change*

The area proposed to be included in PD 27 is located approximately 3 miles from the coastline and would be in a low hazard area for tsunamis and seiches. This area is also flat and would not have any impacts related to mudslide, mudflow, or slope instability. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 10 Land Use and Planning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Physically divide an established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

*Proposed Hotel*

The project location is surrounded on all sides by developed commercial properties. The proposed hotel consists of the construction of a 6 story hotel and parking lot on an existing plot containing similar uses. Therefore the proposed hotel would not physically divide an established community. No impact would occur.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review and comply with the Long Beach Municipal Code. Therefore any projects proposed in the zone change area would not physically divide an established community. No impact would occur. In the unlikely event that a development with potentially significant land use impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**NO IMPACT**

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

*Proposed Hotel*

The project involves a zone change, site plan review, and a Standards Variance for parking. The site is currently zoned CHW, which has a maximum building height allowance of 28 feet or two stories. In order to allow for the proposed building height, the applicant is requesting a zone change to include the site in

the Willow Street Center Planned Development District (PD 27). This District allows for a maximum height of 230 feet or 20 stories. The project includes the construction of a 6 story hotel which would be within the allowed limits of PD 27. The project is not located in the coastal zone and is not subject to the Local Coastal Program. While the project does require a Zone Change, it would be consistent with the goals and policies of the General Plan. Development of the project would place a larger hotel near the Long Beach Airport and adjacent to Interstate 405. Upon approval of the Zone Change, the project would be consistent with all elements of the General Plan and Zoning Ordinance. Impacts would be less than significant.

*Proposed Zone Change*

Specific Plan boundaries are required to be contiguous. Therefore in order for the hotel site to be included in PD 27, the parcels in between would also need to be included. Therefore the project includes a zone change for the area in between the current PD 27 boundary and the hotel site. **Figure 6 shows the current and proposed PD 27 boundaries. This proposed zone change would add approximately 6.7 acres (not including the area covered by North Lakewood Boulevard) to PD 27.** The PD 27 Specific Plan is consistent with the General Plan for the area. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

*Proposed Hotel*

The project site is within an urban area characterized by residential and commercial development. The project proposes additional buildings on a currently developed site. No habitat conservation plan or natural communities' conservation plan would be affected by project implementation. No impact would occur.

*Proposed Zone Change*

The area proposed for inclusion in PD 27 is fully developed and is not within a habitat conservation plan or natural communities' conservation plan area. No impact would occur.

**NO IMPACT**

# 11 Mineral Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

### *Proposed Hotel*

The project site is within an urban area characterized by residential and commercial development. The project proposes additional buildings on existing development. The hotel site and surrounding properties are part of an urbanized area with no current oil or gas extraction. No mineral resource activities would be altered or displaced by the proposed hotel. No impact would occur.

### *Proposed Zone Change*

The area proposed for inclusion in PD 27 is fully developed in an urban area. No mineral resource activities would be altered or displaced by the proposed project. No impact would occur.

### **NO IMPACT**

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# 12 Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

The City uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels

up to 70 dBA. The City has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

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

Construction-related vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime and would therefore not normally interfere with sleep.

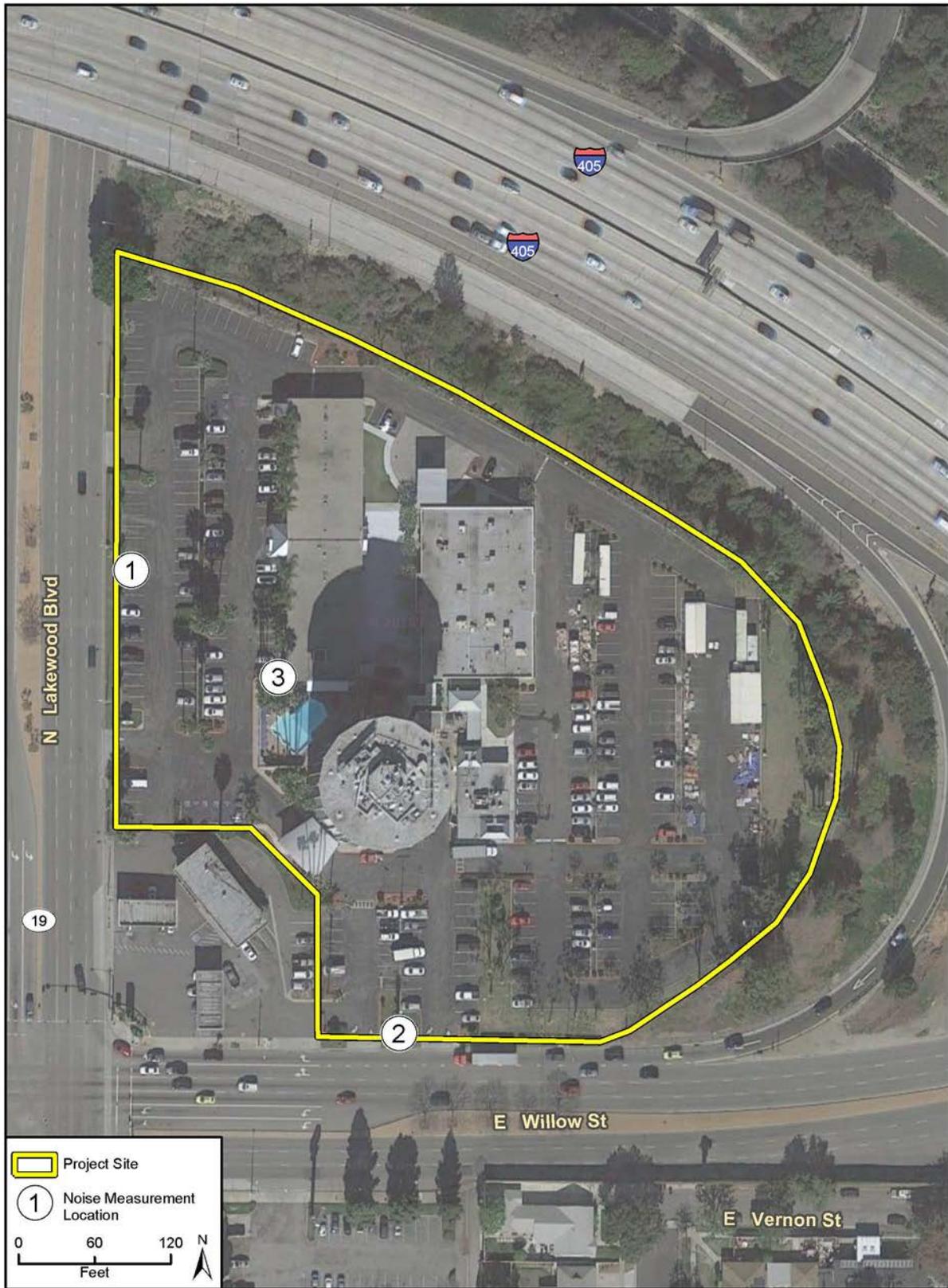
Noise measurements were taken on the project site on Wednesday, August 17, 2016 during PM peak hour (between 4 PM and 6 PM). Three measurements were taken along Lakewood Boulevard, Willow Street, and one location directly adjacent to the existing 13 story Holiday Inn (see Figure 8). The measured noise levels at these locations were 73.0 dBA Leq, 70.0 dBA Leq, and 65.0 dBA Leq, respectively (see Appendix C for noise measurement results).

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

#### *Proposed Hotel*

The project is replacing a 2-story hotel with a 6-story hotel, but would not change the location of hotel rooms on the site. A noise measurement taken on the project site at the existing hotel location indicates that the proposed hotel would be exposed to exterior noise levels of approximately 65 dBA Leq during peak hour. The manner in which newer development in California is constructed generally provides a reduction of exterior-to-interior noise levels of about 25 to 30 dBA with closed windows (FTA 2006). Therefore, the exterior-to-interior noise level would be no greater than 40 dBA Leq during peak hour.

Figure 8 Noise Measurement Locations



The project would not expose hotel guests to noise levels in excess of the State Noise/Land Use Compatibility Standards for sensitive land uses, an exterior noise level of 65 dBA CNEL.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant noise impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

Project construction activities are anticipated to result in some vibration that may be felt on properties in the vicinity of the project site, as commonly occurs with construction projects. Table 6 identifies various vibration velocity levels for different types of construction equipment. Project construction would not involve the use of pile drivers, but could involve the use of bulldozer and jackhammers on the project site. Additionally, loaded trucks carrying construction materials would operate on the project site and some surrounding streets during construction.

**Table 6 Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB		
	25 Feet	75 Feet	300 Feet
Large Bulldozer	87	73	55
Loaded Trucks	86	71	54
Jackhammer	79	65	47
Small Bulldozer	58	43	26

Source: Federal Transit Administration, 2006.

Construction would occur adjacent to existing hotel rooms that would remain and approximately 300 feet from the nearest residences. At 300 feet, residences would be exposed to vibration levels of up to 55 VdB. The existing hotel rooms would be exposed to vibration levels of up to 87 VdBm which exceeds the 72 VdB threshold for residences and buildings where people normally sleep, but is below the 100 VdB threshold where vibration causes damage to buildings. The Long Beach Noise Ordinance prohibits construction outside daytime hours; therefore, construction vibration would not be significant at these receptors because activities would occur outside hours when people normally sleep. Therefore, the project would not result in excessive ground-borne vibration or noise. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Therefore anything built on the site would generate similar vibration levels to what already exists in the

area. Impacts would be less than significant. In the unlikely event that a development with potentially significant noise impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- C. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

*Proposed Hotel*

Noise associated with operation of the proposed hotel will primarily be contributed by increased traffic on local roadways. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. These would be consistent with the noise associated with the existing hotel, parking and conference space on the project site.

Permanent project-related changes in noise would be primarily due to increases in traffic volumes on Lakewood Boulevard, Willow Street, and into the project site. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The FTA recommendations in the May 2006 Transit Noise and Vibration Impact Assessment were used to determine whether or not increases in roadway noise would be significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 7 shows the significance thresholds for increases in traffic related noise levels caused by the project. Noise measurements taken on local roadways indicate that noise levels are 73 dBA Leq on Lakewood Boulevard and 70 dBA Leq on E Willow Street (see Appendix C for noise measurement results and Figure 8 for measurement locations). Therefore, the project would result in a significant operational roadway noise impact, if it would increase roadway noise by 1 dBA.

**Table 7 Significance of Changes in Operational Roadway Noise Exposure (DNL or Leq in dBA)**

Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: FTA 2006

The United States Housing and Urban Development’s (HUD) Day/Night Noise Level (DNL) Calculator was used to calculate existing roadway noise on Lakewood Boulevard and E Willow Street, as well as roadway noise under an existing plus project scenario based on traffic volumes from the Traffic Study prepared by Crain and Associates (see Appendix D). As shown in Table 8, the project would not increase roadway noise on Lakewood Boulevard, but would increase roadway noise on Willow Street by 0.1 dBA DNL. As shown in Table 8, project traffic would not generate roadway noise in excess of the significance

thresholds on either roadway. Therefore, development of the proposed hotel would not create a substantial permanent increase in ambient noise levels above levels existing without the project. This impact would be less than significant.

**Table 8 Comparison of Pre-Project and Post-Project Traffic Noise on Local Roadways**

Receptor #	Location	Projected Noise Level (dBA DNL)		Change in Noise Level (dBA DNL)	Exceed Significance Threshold?
		Existing (1)	Existing + Project (2)	Due to Project Traffic (2-1)	
1	Lakewood Boulevard west of the project site	72.3	72.3	0	No
2	Willow Street south of the project site	71.6	71.7	0.1	No

<sup>1</sup> Roadways with existing noise exposure less than 60 dBA, an increase of over 5 dBA is considered significant; between 60 and 65 dBA, an increase of 3 dBA is considered significant, and greater than 65 dBA, an increase of 1 dBA is considered significant.

Source: HUD DNL, see Appendix C for noise model outputs and assumptions. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Therefore anything built on the site would generate similar noise levels to what already exists in the area. Impacts would be less than significant. In the unlikely event that a development with potentially significant noise impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

Project construction would generate temporary noise levels that could be audible to sensitive receptors near the project site, including hotel rooms in the existing 13-story structure that would remain and residences located 300 feet south of the project site. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses include residential units located directly south of the site. During project construction, construction equipment would be active on the site, and construction workers and trucks would also drive to and from the site.

Table 9 shows typical noise levels associated with equipment used for the construction of the proposed hotel and associated demolition activities. Noise levels associated with these activities would temporarily affect the identified sensitive receptors near and on the project site. Noise from point sources generally decreases by about 6 dBA per doubling of distance for point source emitters. Table 9 illustrates the noise levels that would occur with construction of the proposed hotel at the nearby sensitive receptors. As indicated, the maximum noise level during construction activities at the exterior of the residences on E Willow Street, which are located approximately 300 feet from the proposed construction site, would be approximately 74 dBA Leq, while construction activities at existing hotel rooms on site would be approximately 89 dBA Leq. Noise measurements taken in the vicinity of the project site indicate that existing noise levels during peak hour are approximately 70 dBA Leq at residences along E Willow Street and noise levels are 65 dBA Leq on the project site. Therefore, construction noise would exceed ambient

noise levels in the area and may cause temporary disturbance to onsite hotel guests and nearby residents. However, construction noise impacts would be temporary, and construction contractors would be required to comply with Municipal Code requirements restricting hours of construction. Therefore, the project would not result in a substantial temporary increase in noise and construction noise impacts would be less than significant.

**Table 9 Typical Construction Noise Levels**

Equipment	Typical Level (dBA Leq) 50 Feet from the Source	Typical Level (dBA Leq) 300 Feet from the Source
Dozer	85	70
Paver	89	74
Jackhammer	88	73
Truck	88	73
Loader	85	70

Source: FTA 2006

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Therefore anything built on the site would generate similar noise levels to what already exists in the area. Impacts would be less than significant. In the unlikely event that a development with potentially significant noise impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

The project site is located approximately 300 feet from Long Beach Airport. The airport is on the opposite side of Interstate 405 from the project site. The project site is not within the Long Beach Airport Planning Boundary or Airport Influence Area (Los Angeles County Airport Land Use Commission 2003). The project site is not in the vicinity of a private airstrip. As shown in the Long Beach Airport Influence Plan, the project site is not within the airport’s 65 dBA CNEL noise contour. Therefore, airport noise conflicts would be less than significant.

*Proposed Zone Change*

The proposed zone change area is located approximately 1,000 feet from the Long Beach Airport, on the opposite side of Interstate 405. The area is not located in the Long Beach Airport Influence Area. The zone change area is not located in the vicinity of a private airstrip. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 13 Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project 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)?

*Proposed Hotel*

Since the project does not include any residences, it would not directly cause population growth. However, the hotel would create jobs which could indirectly cause population growth. The applicant anticipates a total of 40 full time and part time employees. Most of these employees would come from the existing population. Therefore the project would not cause a substantial increase in population. Impacts would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Therefore anything built on the site would employ similar numbers of people and would not generate a substantial population increase. Impacts would be less than significant. In the unlikely event that a development with potentially significant population and housing impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, the project would not displace any existing housing units or people. No impact would occur.

*Proposed Zone Change*

The area proposed to be included in PD 27 does not include any residences. Therefore if a project is proposed within this area, no existing housing or population would be displaced. No impact would occur.

**NO IMPACT**

# 14 Public Service

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

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

1. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

*Proposed Hotel*

Fire protection is provided by the Long Beach Fire Department (LBFD) and the Los Angeles County Fire Department (LACFD). The Fire Departments provide medical, paramedic, and other first aid rescue service. The LBFD and the LACFD would be required to sign off on project activities prior to implementation of the portions project that are within their respective jurisdictions.

The fire station closest to the site is LACFD Station 60, located at 2300 East 27th Street, approximately 1.5 miles west of the site. The LBFD and LACFD already provide fire service to the existing hotels on the site. The proposed hotel would comply with applicable Fire Code requirements. New fire protection facilities would not be required. With the continued implementation of existing practices of the City, including compliance with the California Fire Code and the Uniform Building Code, the proposed hotel would not significantly affect community fire protection services and would not result in the need for construction of fire protection facilities. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant public services impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

*Proposed Hotel*

Police protection is provided by the Long Beach Police Department (LBPD) and the Los Angeles County Sheriff's Department (LACSD). The existing hotel on the site is already served by the LBPD and the LACSD. The new hotel would increase the number of hotel rooms on the site and would incrementally increase the demand for police protection services, however it would not create the need for new or expanded police protection facilities. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant public services impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

*Proposed Hotel*

The Long Beach Unified School District (LBUSD) provides primary and secondary public education services to students living in the local area. The LBUSD currently provides services for 84 schools ranging from pre-k to high school (LBUSD website, 2015).

The project does not include residences that would directly generate new students within the LBUSD. Nevertheless, in accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the modified project's impacts under CEQA. No impact would occur.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant public services impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**NO IMPACT**

- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

*Proposed Hotel*

As discussed in section 13, Population and Housing, above, the project would involve the addition of 262 new jobs, but would not directly add residents to the City. Thus, it would not directly increase demand for recreational services or cause a decrease in the level of service provided by the City. The project would not result in new significant effects or a substantial increase in the severity of previously identified significant effects to recreation activities.

*Proposed Zone Change*

There are no projects currently proposed in the area proposed to be included in PD 27. As discussed in the project description, any development would most likely be similar in type to what is already on the site. Therefore the area would continue to have commercial uses which would not increase the population in the area and increase demand for recreational services. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

*Proposed Hotel*

The closest public library branch is the Long Beach Public Library – Los Altos Neighborhood, approximately 1.3 miles away, located at 5614 E Britton Drive. The project includes the development of a hotel. This type of use does not cause a significant increase in the demand for libraries. This impact would be less than significant.

Impacts to other public facilities (e.g., sewer, storm drains, and roadways) are discussed in Sections 16 (Transportation/Traffic) and Section 17 (Utilities and Public Services) of this Initial Study.

*Proposed Zone Change*

The area proposed to be included in PD 27 is currently developed with commercial uses. As described in the project description, due to existing constraints on the sites located in this area, any development proposed would be similar in nature to the buildings that already exist. These uses do not increase the use of libraries. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 15 Recreation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------
  
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment
 

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

- 
- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
  
  - b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

*Proposed Hotel*

The City owns and operates approximately 3,100 acres of public land for recreation, including community parks, neighborhood parks, sports parks, open spaces, beaches, community centers, and marinas. The park closest to the proposed hotel is the Stearns Champions Park, which is a quarter mile southeast of the site. The City’s estimated 2016 population is 484,958 (California Department of Finance, 2016). Therefore, the ratio of public parks to residents in the city is 6.4 acres of parkland for every 1,000 residents, which is less than the City’s goal to achieve and maintain a ratio of 8 acres of parkland per 1,000 residents, but greater than the standard ratio of 3 acres of parkland for every 1,000 residents used by the Quimby Act.

The proposed hotel would not directly add population and therefore would not directly affect any existing or planned parks. The parkland ratio would remain 6.4 acres per 1,000 residents after development of the proposed hotel. Therefore, the project would not substantially alter citywide demand for parks. This impact would be less than significant.

*Proposed Zone Change*

The area proposed to be included in PD 27 is currently developed with commercial uses. As described in the project description, due to existing constraints on the sites located in the zone change area, any development proposed would be similar in nature to the buildings that already exist. Therefore development in this area would not directly add population and would not have an impact on the parks ratio. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 16 Transportation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- 
- a. Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the

circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

- b. 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?

*Proposed Hotel*

Construction of the project would generate temporary construction-related traffic such as deliveries of equipment and materials to the project site and construction worker traffic. Construction traffic would be limited and temporary, and would not be substantial in relation to the existing traffic load and capacity of the street system.

The project would also generate traffic during its operation. A Traffic Study was completed for the proposed hotel by Crain and Associates, September 2016 (see Appendix D). Five intersections were studied including:

- a1. Lakewood Boulevard/Spring Street
- a2. Redondo Avenue/Willow Street
- a3. Lakewood Boulevard/Willow Street
- a4. Clark Avenue/Willow Street
- a5. Lakewood Boulevard/23rd Street

All of these intersections are signalized. Signalized intersections in the City of Long Beach are analyzed using the Intersection Capacity Utilization (ICU) methodology. This methodology determines the operating characteristics of an intersection in terms of the "Level of Service"(LOS) based on different levels of traffic volume and lane capacities. LOS describes the quality of traffic flow, ranging from excellent conditions at LOS A to failure conditions at LOS F. The City recognizes LOS D as the minimum acceptable service level.

The City of Long Beach defines a significant project traffic impact when an intersection impact is operating at LOS E or F (the final volume to capacity (V/C) ratio is greater than 0.900) and the project related increase in the V/C ratio is equal to or greater than 0.02. No significant impacts are deemed to occur at LOS A to D, as these conditions exhibit sufficient surplus capacities to accommodate large traffic volumes with little effect on traffic delay.

Table 10 shows the trips that would be generated by the project. The project would result in a net increase of 490 daily trips, with 31 during the AM peak hour and 36 during the PM peak hour. These trips were then distributed to the surrounding intersections. The intersections were evaluated under the existing (2015) conditions and future (2019) conditions. These calculations are shown in Table 11. As shown in Table 11, the project would not result in a significant impact at any intersection under either the existing or future scenarios. Therefore would not conflict with an applicable plan or program and impacts would be less than significant.

**Table 10 Estimated Project Traffic Trip Generation**

	Units (number of rooms)	Weekday Peak Hour		Total Daily Trips
		AM	PM	
Proposed Staybridge Hotel	125	53	60	817
Existing Hotel to be demolished	50	22	24	327
<b>Net Total (Proposed – Existing)</b>		<b>31</b>	<b>36</b>	<b>490</b>

Source: Crain and Associates, 2016 Appendix D

*CMP Analysis*

The traffic impact guidelines of the Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed.

The nearest CMP arterial monitoring locations within the study area are the intersections of Lakewood Boulevard / Willow Street, Lakewood Boulevard / Carson Street, and Pacific Coast Highway (SR-1) / Ximeno Avenue. Based on a review of the net project trip generations and project trip distribution / assignment pattern, it is estimated that at most, the project would contribute 22 peak-hour trips to the intersection of Lakewood Boulevard / Willow Street; two peak-hour trips to the intersection of Lakewood Boulevard / Carson Street; and two peak-hour trips to the intersection of SR-1 / Ximeno Avenue. Thus, these three CMP intersections above would not require additional impact analysis, as the contributed Project trips would under the 50-trips threshold.

An assessment was also made of the potential for project-related freeway impacts. The closest CMP freeway monitoring locations are I-405 at Santa Fe Avenue, I-405 north of SR-22, I-605 north of Carson Street, I-710 north of Pacific Coast Highway, Willow Street, and I-710 north of I-405 and south of Del Amo Boulevard. These locations are approximately four to seven miles from the site. Based on a review of the project’s regional trip distribution pattern, it is estimated that approximately the following net project peak-hour trips would be added: no more than six directional trips to I-405 at Santa Fe and north of SR-22, no more than two directional trips to SR-605 north of Carson Street, and no more than four directional trips to I- 710 north of I-405 and south of Del Amo Boulevard. These volumes are substantially below the CMP freeway analysis threshold of 150 trips per direction. Therefore, no additional CMP freeway analysis is warranted.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Therefore any development within the zone change area would result in similar levels of traffic to what already exists in the area. Impacts would be less than significant. In the unlikely event that a development with potentially significant traffic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

**Table 11 Level of Service Analysis Summary**

Intersection	Peak Hour	Existing (2015)							Future (2019)					
		Without Project		With Project					Without Project		With Project			
		V/C	LOS	V/C	LOS	Change	Impact	V/C	LOS	V/C	LOS	Change	Significant Impact?	
1 Lakewood Boulevard/Spring Street	AM	0.874	D	0.875	D	0.001	No	0.940	E	0.941	E	0.001	No	
	PM	1.001	F	1.002	F	0.001	No	1.078	F	1.079	F	0.001	No	
2 Redondo Avenue/Willow Street	AM	0.727	C	0.727	C	0.000	No	0.767	C	0.767	C	0.000	No	
	PM	0.822	D	0.823	D	0.001	No	0.902	E	0.902	E	0.000	No	
3 Lakewood Boulevard/Willow Street	AM	1.049	F	1.049	F	0.000	No	1.147	F	1.149	F	0.002	No	
	PM	0.926	E	0.929	E	0.003	No	1.001	F	1.004	F	0.003	No	
4 Clark Avenue/Willow Street	AM	0.759	C	0.759	C	0.000	No	0.796	C	0.796	C	0.000	No	
	PM	0.695	B	0.695	B	0.000	No	0.733	C	0.733	C	0.000	No	
5 Lakewood Boulevard/23rd Street	AM	0.593	A	0.593	A	0.000	No	0.638	B	0.639	B	0.001	No	
	PM	0.552	A	0.552	A	0.000	No	0.593	A	0.593	A	0.000	No	

Source: Crain and Associates, 2016 Appendix D

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

*Proposed Hotel*

The project site is located approximately 300 feet from Long Beach Airport. The airport is on the opposite side of Interstate 405 from the project site. The project consists of the demolition of an existing 2 story hotel and the construction of a 6 story hotel. The project would not affect airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones.

*Proposed Zone Change*

The area proposed to be included in PD 27 would be located approximately 1,000 feet from the Long Beach Airport, which is located on the opposite side of Interstate 405. The zone change area is currently developed with commercial uses. As described in the project description, due to existing constraints on the sites located in this area, any development proposed would be similar in nature to the buildings that already exist. Development within the zone change area would not affect airport operations, alter air traffic patterns or in any way conflict with established FAA flight protection zones.

**LESS THAN SIGNIFICANT IMPACT**

- d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?
- e. Would the project result in inadequate emergency access?

*Proposed Hotel*

Both construction traffic and operational traffic would access the site from North Lakewood Boulevard and Willow Street. The Traffic Study completed for the project (Appendix D) included sight distance analyses for the project driveway at its intersection with Willow Street. A field check was also conducted for these analyses. This analysis found that stopping sight distances and corner sight distances would be sufficient as proposed in the site plan. The proposed hotel would not introduce or encourage any incompatible land uses in the project site vicinity as it involves the construction of a hotel on an existing hotel site. Therefore, the project would not increase hazards and emergency access issues are not anticipated.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant traffic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

*Proposed Hotel*

The Traffic Study completed for the project (Appendix D) included an analysis of the project's impacts on transit operations. The study states that per the 2010 CMP guidelines, transit person trips can be estimated by multiplying the total trips generated by a conversion factor of 1.4 and then multiplying the person trips by 3.5 percent to determine the total person trips assigned to traffic. Therefore, the

estimated net number of project person trips using transit would be 24 person trips per day, two person trips during the AM peak hour and two person trips during the PM peak hour.

A review of the existing bus transit lines and service indicates that an average of approximately 14 buses access the bus stop(s) at Lakewood Boulevard / Willow Street nearest the project site during the AM and PM peak hours. This means that the net project person trips added to transit at this bus stop would be approximately 0.1 persons per bus during the peak hours. This minor addition of project person trips to transit would not be expected to result in a significant transit impact. Furthermore, the 0.1 ratio is likely an overestimation, considering that some project transit users would likely use other modes of transportation like hotel shuttles and ride sharing services in the area. As part of the public transit analysis, Long Beach Transit (LBT) was consulted regarding the project and any potential impacts to the existing bus stop located on Lakewood Boulevard just north of Willow Street. Since there would be no changes to the footprint of the Chevron Gas Station located on the corner, LBT indicated that this bus stop would not be affected.

The project is proposed on an infill site in an area already served by public transportation and bicycle programs. There are sidewalks on North Lakewood Boulevard and Willow Street adjacent to the site. There are no bike lanes in the vicinity of the site. The proposed hotel would not affect or conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

#### *Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. . Therefore, transit demand would be similar to the demand that is already generated by the commercial development in the area. Additionally, there are sidewalks on Willow Street and North Lakewood Boulevard adjacent to the zone change area. Any development within the area would not have a long term would be less than significant. In the unlikely event that a development with potentially significant traffic impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

#### **LESS THAN SIGNIFICANT IMPACT**

# 17 Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 
- a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
  - b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
  - c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

*Proposed Hotel*

Currently, a majority of the city’s wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Sanitation Districts of Los Angeles County. The remaining portion of the city’s wastewater is delivered to the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County. The JWPCP provides advanced primary and partial secondary treatment for 250 million gallons of wastewater per day (mgd) with a total permitted capacity of 400 mgd. The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater.

As shown in Table 12, the existing hotel on the site generates 6,250 gallons of wastewater per day. The proposed hotel would generate 15,625 gallons per day. This results in a net increase of 9,375 gallons per day (0.009 mgd). This increase would be well within the existing unused capacity of the JWPCP and the Long Beach Reclamation plant. The project applicant would be required to pay wastewater impact fees to fund improvements to the City’s wastewater conveyance system. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the City’s wastewater systems, or require the construction of new wastewater treatment facilities. Impacts would be less than significant.

**Table 12 Estimated Wastewater Generation**

Land Use	Quantity (number of rooms)	Generation Factor (gallons/room/day)	Amount (gpd)
Existing Hotel	50	125	6,250
Proposed Hotel	125	125	15,625
<b>Net Change (Proposed – Existing)</b>			<b>9,375</b>

gpd = gallons per day

Source: Los Angeles County Sanitation District Loadings for Each Class of Land Use

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant utility impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

As discussed in Section 9, *Hydrology and Water Quality*, the site is already developed and has existing drainage improvements. The project would not increase the amount of impervious surfaces on the site. Therefore, the proposed hotel would not increase the runoff from the site which could require the construction of new storm water drainage facilities or expansion of existing facilities. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development

proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant utility impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

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

*Proposed Hotel*

California is facing one of the most severe droughts on record. On January, 17, 2014, the governor proclaimed a State of Emergency and directed state officials to take all necessary actions to make water immediately available (California Department of Water Resources, 2015). The proclamation included several key measures such as requesting all California residents to reduce their water consumption by 20 percent and the immediate implementation of local water shortage contingency plans by water suppliers. On April 25, 2014, the governor issued an executive order to speed up the previous measures and request that residents redouble their efforts to conserve water. A year later, on April 1, 2015, the governor issued Executive Order B-29-15. Key provisions included ordering the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25 percent reduction in potable urban water usage through February 28, 2016; directing the California Department of Water Resources to lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought-tolerant landscapes; and directing the CEC to implement a statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices.

The City of Long Beach's 2015 Urban Water Management Plan (UWMP) reports total citywide water demand for 2015 at 55,206 acre feet. This is projected to increase by 3,900 acre feet (or 7.1 percent) to 59,106 acre feet in 2040. Adequate water supplies are identified in the UWMP to meet future demand. Long Beach Board of Water Commissioners declared a Stage 1 Water Supply Shortage on November 20, 2014 for the City of Long Beach. This declaration put into place regulations that limit the use of water in the City including when landscaping can be watered, when and how residential swimming pools can be filled, limit the use of water by restaurants, among other requirements.

Water demand is estimated to be 120 percent of the wastewater generated by the project. Based on the project's estimated wastewater generation, the project's water demand is estimated at 18,750 gpd (0.06 acre feet per day or 21 acre feet per year), while the existing structures require 7,500 gpd (0.02 acre feet per day or 8.4 acre feet per year). This amounts to an increase of 11,250 gpd (0.02 acre feet per day or 7.9 acre feet per year). Therefore, project water demand would represent 0.001 percent of the forecast citywide increase in water demand. Based on the project's incremental contribution to future demand, new sources of water supply would be not required to meet project water needs. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Water use would be similar to what is currently used in the area. Impacts would be less than significant. In the unlikely event that a development with potentially significant public services impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

- f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

*Proposed Hotel*

Demolition materials, including asphalt and concrete, would be disposed of at the Scholl Canyon Landfill, which is a Class III landfill with a throughput capacity of 3,400 tons per day (CalRecycle, 2015). Demolition materials would be a one-time deposit and the project would not be a continuous solid waste generator.

CalRecycle maintains a list of waste generation rates that have been used in environmental documents (<http://www.calrecycle.ca.gov/wastechar/wastegenrates/>). On average, hotels and lodging generate about 4,721 tons per year which is 1.8 percent of the total commercial business waste generated for the year. Based on this rate, the two hotels would generate 450 pounds per day. The net increase in waste generated coming from the 75 new rooms would be 150 pounds per day or 54,750 pounds a year. This would be 0.00002 percent of the daily throughput capacity of the Scholl Canyon Landfill. Based on the disposal capacity of landfills serving the project site, this incremental increase in waste generation would not affect the availability of solid waste disposal capacity. This impact would be less than significant.

*Proposed Zone Change*

As described in the project description, existing constraints on the additional parcels to be included in PD 27 would be expected to limit future development potential on these parcels. Any development proposed on these parcels would be required to go through site plan review, comply with the LBMC. Impacts would be less than significant. In the unlikely event that a development with potentially significant utility impacts is proposed in the future, the development would be subject to separate environmental review under CEQA.

**LESS THAN SIGNIFICANT IMPACT**

# 18 Mandatory Findings of Significance

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site contains trees that could possibly be used by birds for nesting. These trees would be removed by the proposed hotel. Mitigation Measure BIO-1 would reduce these impacts to less than significant. The project would involve disturbance of soils on the site which could potentially disturb cultural or archaeological resources. Incorporation of Mitigation Measures CR-1 and CR-2 would reduce this potential impact to a less than significant level.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

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)?

As described in the discussion of environmental checklist Sections 1 through 17, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to

all environmental issues. The project would be consistent with the current General Plan land use designation for the site as well as the land use pattern in the project site vicinity. There are no other planned or pending projects within the immediate vicinity of the project site that would create cumulative impacts.

**LESS THAN SIGNIFICANT IMPACT**

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

The proposed project has been found in this Initial Study to have less than significant impacts to human health. Although some construction noise and vibration may occur during daylight hours, overall impacts associated with operation of the project would remain similar to current conditions. Therefore, the proposed project would not have an adverse effect on human beings. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Long Beach. Craig Chalfant is the project planner from the City of Long Beach. Persons involved in data gathering analysis, project management, and quality control include the following.

### **RINCON CONSULTANTS**

Joe Power, AICP CEP

Sara Tistaert, AICP

Nikolas Kilpelainen

Chris Thomas