



Anaheim Street and Walnut Avenue Development Project

Initial Study/Mitigated Negative Declaration

Prepared for the City of Long Beach

May | 2019



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Appendix B. Air Quality and Greenhouse Gas Emissions Technical Memorandum

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Appendix D. Phase I Environmental Site Assessment

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Appendix F. Noise and Vibration Technical Memorandum

Appendix G. Traffic Impact Analysis

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Acronyms

AQMP	Air Quality Management Plan
BMP	Best Management Practices
CCN	Community R-4-N Commercial
CalEEMod	California Emissions Estimator Model®
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	community noise equivalent level
CH ₄	methane
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibels
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
GHG	greenhouse gas
gpd	gallons per day
L _{dn}	day-night average sound level
L _{eq}	equivalent continuous sound level
L _{max}	maximum A-weighted sound level
LBMC	Long Beach Municipal Code
LID	Low Impact Development
LOS	Level of Service
LST	localized significance threshold
LUST	leaking and underground storage tanks
MT	metric ton
NAHC	Native American Heritage Commission
NO _x	Oxides of Nitrogen
PM _{2.5}	particles of 2.5 micrometers and smaller
PM ₁₀	particles of 10 micrometers and smaller
ROG	reactive organic gases
SCAQMD	South Coast Air Quality Management District
V/C	Volume-to-capacity
Vdb	Vibration decibels

Environmental Checklist Form

1. **Project Title:** Anaheim Street and Walnut Avenue Development Project
2. **Lead agency name and address:** City of Long Beach Department of Development Services, Planning Bureau, 333 West Ocean Boulevard – 5th Floor, Long Beach, California, 90802
3. **Contact person and phone number:** Scott Kinsey, Planner V, (562) 570-6194
4. **Project address:** 1500 East Anaheim Street and 1209 Walnut Avenue
5. **Project assessor parcel numbers:** 7267001900, 901, 902, 903, 904, 905, 906
6. **Project sponsor's name and address:** BRIDGE Housing, Jeff Williams, Senior Project Manager, 2202 30th Street, San Diego, California 92104 (619) 814-1281
7. **General Plan designation:** Designation LUD #8A (Traditional Retail Strip Commercial) on the northern two-thirds of the site, LUD #2 (Mixed Style Homes district) on the southern one-third of the site.
8. **Zoning:** Community Commercial Pedestrian-Oriented (CCP) on the northern two-thirds of the site, and R-2-N (two-family residential, standard lot) on the southern one-third.
9. **Description of project:** The project includes consolidation of seven existing parcels to a single lot for development of a new 88-unit, 5-story apartment building (93,656 square feet of residential), with 22,700 square feet on the street level including 18,136 square feet of medical clinic space and 1,100 square feet of commercial office space, with a 3-story, 156-stall parking structure with partial 4th floor outdoor terrace, totaling 116,356 square feet of building area and 81,903 square feet of parking garage, on a 1.54-acre site.
10. **Surrounding land uses and setting:** Surrounding land uses include a commercial strip mall and residential land uses to the north; a restaurant, hair salon, market, and residential land uses to the west; a skilled nursing facility immediately to the south, and residential land uses further to the south; and a small commercial strip mall and residential land uses to the east.
11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** No other agency approval is required.
12. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?** The City of Long Beach initiated Assembly Bill 52 and Senate Bill 18 consultation by mailing letters via certified mail on November 2, 2018 to five Native American tribes that have requested project information under Assembly Bill 52. On February 14, 2019 the City of Long Beach sent certified mail to eight Native American tribes, including the five who had previously been contacted. To date, one request for consultation has been received from the Gabrieleno Band of Mission Indians – Kizh Nation.

Project Summary

Project Location

The Anaheim Street and Walnut Avenue Development Project (project) site is approximately 1.54 acres and consists of seven parcels located between Hoffman Avenue and Walnut Avenue, south of East Anaheim Street, and north of East 11th Street in the central portion of the City of Long Beach (Figure 1). All parcels are currently vacant. Figure 2 through Figure 6 depict the existing site conditions.

Project Description

The project consists of a new 116,356-square-foot, mixed-use building that is approximately 61 feet (up to maximum 65 feet) above ground level (maximum five stories). The building includes an 88-unit, 5-story apartment building, with 93,656 square feet of residential space on levels two through five and 22,700 square feet on the street level, which includes 18,136 square feet of medical clinic space, 1,100 square feet of commercial office space, 1,200 square feet of residential leasing office space, and 2,264 square feet of recreation and lobby space. The building also includes a 3-story, 156-stall parking structure with partial 4th floor outdoor terrace for a total of 116,356 square feet of building area and 81,903 square feet of parking garage, on a 1.54-acre site. The entrance for the parking structure would be on the west side of the property from an existing alley. The project consists of 100-percent affordable housing units. Units would include 1 bedroom (32 units), 2 bedroom (32 units), and 3 bedroom (24 units) options.

Table 1 summarizes the key elements associated with the mixed-use building and attached parking structure. Figure 7 depicts the project site plan. Figure 8 depicts the renderings of the project site, with views from Anaheim Street and Walnut Avenue, Figure 9 depicts the renderings from Anaheim Street, and Figure 10 depicts a rendering from the alley looking northwest. Figure 11 illustrates the available floor plans for the apartment units.

The project requires the following entitlements and project approvals from the City of Long Beach:

- Zone change of three existing parcels and the northern portion of a large parcel on East Anaheim Street and one parcel on Walnut Avenue from CCP District to Community R-4-N Commercial (CCN) District.
- Zone change of two existing parcels on Walnut Avenue and the southern portion of the large parcel on East Anaheim Street from R-2-N Two-family Residential to CCN.
- Site plan review of a five-story, mixed-use building with a height of 560.2 feet and attached parking structure containing 116,356 square feet of building area and 81,903 square feet of parking space area.
- Tentative Map for commercial or financing airspace subdivision (no individual residential condominiums).
- Density bonus/development standards waiver/concessions, per California Government Code §65915 and §65915.7.
- General Plan Amendment (Land Use District Map).

Table 1. Anaheim Street and Walnut Avenue Development Project – Building and Site Characteristics

Project Element	Description		
Project Site Summary			
Project Address	1500 East Anaheim Street and 1209 Walnut Avenue		
Lot Area	67,200 Square Feet		
Assessor Parcel Numbers	7267001900, 901, 902, 903, 904, 905, 906		
Zone	Existing: CCP/R-2-N Proposed: CCN (HR-65/5)		
Project Summary			
Proposed Stories	Five stories		
Proposed Building Height	Approximately 61 feet (maximum 65 feet) to top of parapet		
Setbacks	Location	Required (over 45 feet tall)	Proposed*
	East Anaheim Street	20 feet, 0 inches (21.32.220.C)	8 feet, 6 inches minimum (Level 1) / 1 feet, 9 inches average setback**
	Walnut Avenue	20 feet, 0 inches (21.32.220.C)	14 Feet (Level 1) / 9 feet, 3 inches average setback**
	Rear (South property line)	1/5 of building height, not to exceed 15% of lot depth (224 feet) (21.39.220.C)	11 feet, 10.5 inches (to stair) / 10 feet, 6 inches" average setback
	Side (at alley on western property line)	(to centerline of alley)	9 feet average
	From Anaheim Street property line to 145 feet south	5 feet (21.39.220.C, 21.32.220)	10 feet, 6 inches average
	145 feet south of Anaheim Street to southwest corner	1/5 of building height, not to exceed 15% of lot width (300 feet) (21.32.200.C)	10 feet, 6 inches average
Proposed Building Area	Level	Building Area (SF)	Additional Parking (SF)
	1	22,700	27,301
	2	23,414	27,301
	3	23,414	27,301
	4	23,414	No parking above Level 3
	5	23,414	No parking above Level 3
	Total	116,356	81,903

Table 1. Anaheim Street and Walnut Avenue Development Project – Building and Site Characteristics

Project Element	Description
Proposed Lot Coverage	40.18% (22,700 SF / 67,200 SF)
Proposed Floor Area Ratio	1.73 (116,215 SF / 67,200 SF)
<i>Parking Summary</i>	
Proposed Vehicular Spaces	156
Proposed Bicycle Spaces	18

Notes:

* See plans and elevations for addition information (Appendix A)

** Setback compliance will be waived as a development standards concession under state density bonus law

CCP=Community Commercial Pedestrian-Oriented; CCN=to Community R-4-N Commercial; HR=High-Rise Overlay; SF=square feet

Figures

Figure 1. Regional Location and Project Vicinity



Figure 2. Existing Conditions Site Photo Locations

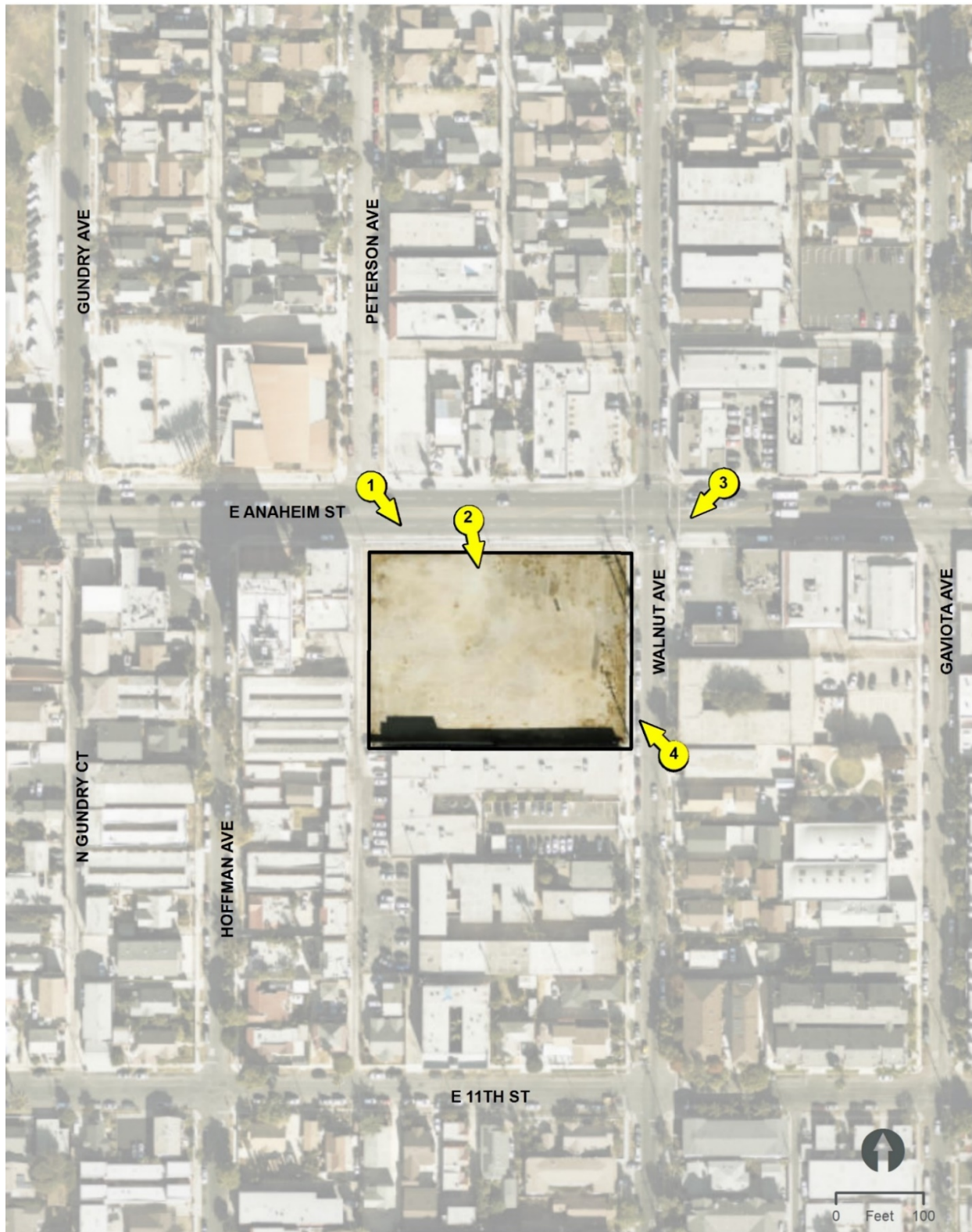


Figure 3. Existing Condition from Northwest Corner



Figure 4. Existing Condition from North



Figure 5. Existing Condition from Northeast Corner



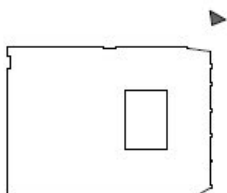
Figure 6. Existing Condition from Southeast Corner



[illegible]

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Figure 8. Rendering from Northeast Perspective - Anaheim Street and Walnut Avenue



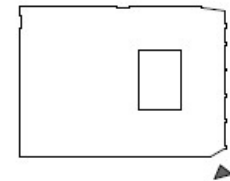
Source: BRIDGE Housing 2019



NORTHEAST PERSPECTIVE

N.T.S.

Figure 9. Rendering from Northwest Perspective - Anaheim Street



NORTHWEST PERSPECTIVE

N.T.S.

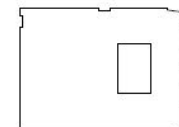
Source: BRIDGE Housing 2019

Figure 10. Rendering from Southwest Corner and Alley



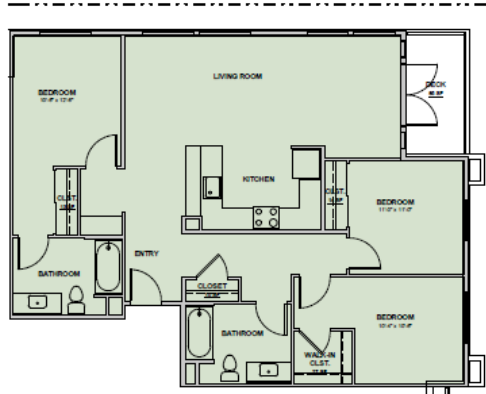
PARKING PERSPECTIVE

N.T.S.

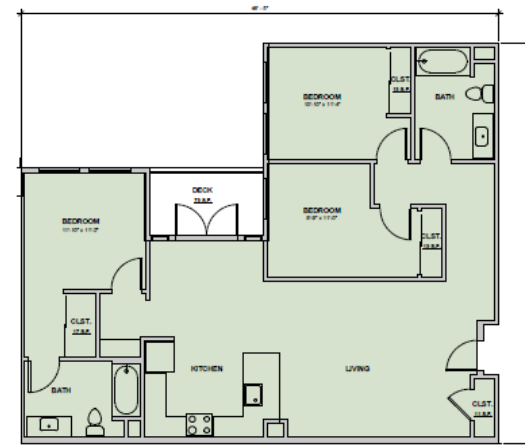


Source: BRIDGE Housing 2019

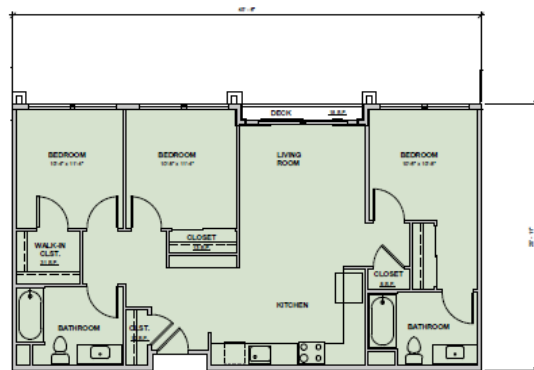
Figure 11. Floor Plans of Available Units



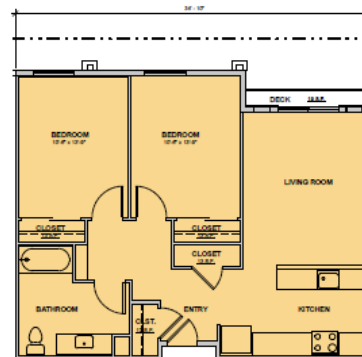
**THREE-BEDROOM
OUTSIDE CORNER**
36'0" x 36'0"
1,282 S.F.



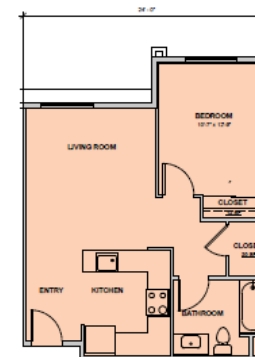
**THREE-BEDROOM
INSIDE CORNER**
36'0" x 36'0"
1,349 S.F.



THREE-BEDROOM
36'0" x 36'0"
1,093 S.F.



TWO-BEDROOM
36'0" x 36'0"
875 S.F.



ONE-BEDROOM
36'0" x 36'0"
608 S.F.

Source: BRIDGE Housing 2018

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Environmental Factors Potentially Affected

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

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

Determination (To be Completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

5/23/19

Date:

Scott Kinsey, AICP

Planner V

City of Long Beach

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. Aesthetics

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The project site is located in an urban setting and characterized as an Urban and Built-Up Land by the California Department of Conservation, Farmland Mapping and Monitoring Program (California Department of Conservation 2016). Urban and Built-Up Land is characterized by structures with a building density of at least 1 unit to 1.5 acres, such as commercial structures. The project site is vacant with dirt-covered lots; a commercial strip mall and residential land uses to the north; commercial and residential land uses to the west; residential land uses to the south; and a small commercial strip mall and residential land uses to the east.

Would the project:

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

No Impact – The City of Long Beach General Plan, Scenic Routes Element (City of Long Beach 1975c) identifies areas within the City that are considered scenic assets, of which there are none identified within the project area. No impact is identified for this issue area.

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

No Impact – According to the California Highway Mapping System for the Los Angeles and Orange County area, there are no scenic highways in the project area (Caltrans 2011). Additionally, the project would not damage any scenic resources, including trees, rock outcroppings, or historic buildings, as these resources are not present on the project site. No impact is identified for this issue area.

- c) *In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact – The project is located in an urbanized area. The project includes a new five-story mixed use building with attached parking structure. The building character scale is compatible with other existing office and commercial related uses located along Anaheim Street. The proposed landscape plan includes shrubs and trees that would provide screening to complement and enhance the visual quality of the building and parking structure when viewed from surrounding areas. Implementation of the project would require a zoning change from CCP District to CCN District. The project would introduce a new, modern development, which is different than the existing visual character for the area; however, it would not substantially change the visual quality of the project area. This is considered a less than significant impact.

The General Plan designation for the site is 8A (Traditional Retail Strip Commercial) on the northern two-thirds of the site, LUD #2 (Mixed Style Homes district) on the southern one-third of the site and, once amended, zone Community R-4-N (Medium-density multiple residential), which allows high density, multifamily residential districts. Long Beach Municipal Code (LBMC) 21.31 Division II regulates development standards in residential districts to govern the scenic quality based on lot size, lot coverage, building and structure height, setbacks, landscaping requirements, signs, and other built-environment standards that affect the scenic quality of an urbanized area. The project is designed to comply with applicable development standards for residential zones; however, exceptions to these standards have been requested as part of the California Government Code density bonus provisions. These exceptions are identified in the project description Table 1. The exceptions would not degrade the visual character of the area as the vacant property would be developed with a modern building that would complement the visual quality of the area. Additionally, the proposed landscape would improve the scenic quality in the area. This is considered a less than significant impact.

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

Less than Significant Impact – The site and its surroundings are located in an urbanized environment, with nighttime lighting. The project includes a new five-story mixed use building with attached parking structure. Light and glare from the proposed building would be similar to the light and glare currently produced from the existing residential, commercial, and industrial/ manufacturing uses in the area. The project would be required to comply with the lighting requirements for parking garages of the LBMC, including Section 21.41.259, which requires that all light introduced by the project be directed and shielded. Therefore, the project would not create a new source of light or glare that would adversely affect day or nighttime views in the area. This is considered a less than significant impact.

II. Agriculture and Forestry Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

The project site is located in an urban setting and characterized as an “Urban and Built-Up Land” by the California Department of Conservation, Farmland Mapping and Monitoring Program (California Department of Conservation 2016). Urban and Built-Up Land is characterized by structures with a building density of at least 1 unit to 1.5 acres, such as commercial structures.

Would the project:

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

No Impact – The project site is not utilized for agriculture production. No farmland is present that would be converted. No impact is identified for this issue area.

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

No Impact – The project site is not zoned for agriculture and is not under a Williamson Act (California Department of Conservation 2017) contract. No impact is identified for this issue area.

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

No Impact – The project site is zoned for commercial use and, therefore, not zoned for forest use or timberland production (City of Long Beach 2018). No impact is identified for this issue area.

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

No Impact – See II. Agricultural Resources, Environmental Issue Area: b) and c).

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

No Impact – See II. Agricultural Resources, Environmental Issue Area: b) and c).

III. Air Quality

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

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) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* prepared by HDR (Appendix B).

The project is located in the City of Long Beach, an area within the South Coast Air Basin, which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality regulation in the South Coast Air Basin is administered by South Coast Air Quality Management District (SCAQMD).

The *CEQA Air Quality Handbook* (SCAQMD 1993) was used to determine whether potential air quality impacts of the project are significant. Table 2 lists the daily thresholds for construction and operational emissions that have been established by the SCAQMD.

Table 2. South Coast Air Quality Management District Air Quality Thresholds of Significance

Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

Source: SCAQMD 1993

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SO_x=Oxides of Sulfur; VOC=Volatile Organic Compounds

SCAQMD has developed localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area. LSTs are derived based on the location of the activity (i.e., the source receptor area); the emission rates of Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), particles of 2.5 micrometers and smaller (PM_{2.5}), and particles of 10 micrometers and smaller (PM₁₀); the size of the project study area; and the distance to the nearest exposed individual. For this project, the appropriate source receptor area for the LST is the South Coastal Los Angeles County area (Area 4). The nearest sensitive receptors are the short-term healthcare facility immediately to the south and the residences located 15-20 feet west, across from the existing alley. Table 3 lists the LST emission rates for a 2-acre site located within 25 meters of a sensitive use.

Table 3. South Coast Air Quality Management District Localized Significance Thresholds

Pollutant	Construction (pounds/day)	Operation (pounds/day)
NO _x	82	82
CO	585	585
PM ₁₀	7	2
PM _{2.5}	5	1

Source: SCAQMD 1993

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller

Construction Impacts – Construction activities associated with implementation of the project have the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, material delivery trips, and heavy-duty haul truck trips generated from construction activities. In addition, earthwork activities would result in fugitive dust emissions, and paving operations and would also release reactive organic gases (ROG) from off-gassing. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. Table 4 shows typical emissions related to construction phases.

Table 4. Construction Emissions

Phase	CO	ROG	NO _x	PM ₁₀	PM _{2.5}
Site Preparation	8.3	1.7	19.5	3.6	2.1
Grading	7.0	1.4	16.0	3.0	1.8
Building Construction	27.0	4.1	32.0	3.0	1.9
Paving	9.4	0.9	8.5	0.6	0.4
Architectural Coating	4.6	15.8	3.5	0.5	0.3
Peak Day (pound/day)	30.5	19.5	19.5	3.6	2.2
SCAQMD Thresholds	550	75	100	150	55
Exceedance	No	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; ROG=Volatile Organic Gases; SCAQMD=South Coast Air Quality Management District

Table 5 shows the construction-related emissions of CO, NO_x, PM₁₀, and PM_{2.5} compared to the LSTs for the South Coastal Los Angeles County area, at a distance of 25 meters. As required by the SCAQMD's Localized Significance Threshold Methodology (SCAQMD 2008), only the on-site construction emissions are included in Table 5.

Table 5. Summary of On-Site Construction Emissions, Localized Significance

Project Phase	Emission Rates (pounds/day)			
	CO	NO _x	PM ₁₀	PM _{2.5}
Site Preparation	7.9	19.5	3.5	2.1
Grading	6.6	16.0	2.9	1.8
Building Construction	21.0	28.2	1.5	1.5
Paving	8.9	8.5	0.5	0.4
Architectural Coating	3.7	3.4	0.2	0.2
Peak Day (pound/day)	24.7	31.6	3.5	2.1
SCAQMD Thresholds	585	82	7	5
Exceeds Daily SCAQMD Threshold?	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SCAQMD=South Coast Air Quality Management District

As identified, the calculated emission rates for the proposed on-site construction activities would not exceed SCAQMD's LSTs; although, fugitive dust emissions generated during construction may cause significant impacts if not properly managed, especially on sensitive receptors near the project site.

Operation Impacts

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would have potential long-term operational air quality impacts from mobile source emissions associated with project-related vehicular trips and stationary source emissions from on-site energy consumption. Table 6 shows anticipated daily operational emissions.

Table 6. Daily Operational Emissions

Source	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Area	7.9	1.5	2.8	0.0	0.2	0.2
Energy	1.2	0.4	0.0	0.0	0.0	0.0
Mobile	28.2	10.5	2.2	0.1	7.6	2.2
Total	36.2	12.4	5.0	0.1	7.6	2.2
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds Daily SCAQMD Threshold?	No	No	No	No	No	No

Notes:

Columns may not add up due to rounding.

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; ROG=Reactive Organic Gases; SCAQMD=South Coast Air Quality Management District; SO_x=Oxides of Sulfur

Table 7 identifies the operational emissions of CO, NO_x, PM₁₀, and PM_{2.5} compared to the LSTs for the South Coastal Los Angeles County area at a distance of 25 meters. As required by the SCAQMD's LST Methodology, only the on-site emissions are included in Table 7, which includes all of the area source and energy emissions, and five percent of the on-road emissions. As shown in Table 7, the calculated emissions rates for the proposed on-site operational activities would not exceed the LSTs.

Table 7. Summary of On-Site Operation Emissions, Localized Significance

Project Phase	Emission Rates (pounds/day)			
	CO	NO _x	PM ₁₀	PM _{2.5}
Area	7.9	1.5	0.2	0.2
Energy	1.2	0.4	0.0	0.1
Mobile	1.4	0.5	0.4	0.1
Total (pounds/day)	10.5	2.4	0.6	0.3
SCAQMD Thresholds	585	82	2	1
Exceeds Daily SCAQMD Threshold?	No	No	No	No

Notes:

CO=Carbon Monoxide; NO_x=Oxides of Nitrogen; PM_{2.5}=particles of 2.5 micrometers and smaller; PM₁₀=particles of 10 micrometers and smaller; SCAQMD=South Coast Air Quality Management District

Given the extremely low level of CO concentrations in the project area, project-related vehicular trips are not anticipated to result in the CO concentrations exceeding the state or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

Would the project:

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

Less than Significant Impact – An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city/county or region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with the requirements of federal and state air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the 2016 AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. The project's short-term construction and long-term operational emissions would not exceed the SCAQMD's significance thresholds, and implementation of the project would not conflict with the 2016 AQMP. This is considered a less than significant impact.

- b) *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?*

Less than Significant with Mitigation Incorporated - Air pollutant emissions would occur over the short-term from construction activities and would be generated by fugitive dust from site preparation and grading and emissions from equipment exhaust. The short-term air emissions associated with construction activities are below the SCAQMD's threshold of significance; however, fugitive dust emissions generated during construction may cause significant impacts if not properly managed, especially on sensitive receptors near the project site. This potential impact would be considered significant. Long-term regional emissions are associated with project-related vehicular trips and stationary source emissions however, as described in "a" above, these emissions would not exceed the SCAQMD daily thresholds. Implementation of Mitigation Measure AQ-1 would reduce potential short-term construction related significant impacts to a level less than significant.

Mitigation Measure AQ-1: Fugitive Dust Control

During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403. All material excavated or graded shall be sufficiently watered in sufficient quantities to prevent the generation of visible dust plumes. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on-site or off-site shall be securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. These control techniques shall be indicated in project specifications.

In addition, where feasible, the following measures will be implemented to reduce fugitive dust emissions;

- Minimize land disturbance
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes
- Cover trucks when hauling dirt
- Stabilize the surface of dirt piles if not removed immediately
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities
- Provide an operational water truck on-site at all times and use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas

While the short-term air quality impacts are below the SCAQMND's thresholds of significance, the following measures shall be implemented as best management practices:

- Minimize unnecessary vehicular and machinery activities
- Ensure that all construction equipment is properly tuned and maintained
- Minimize idling time to 5 minutes, which saves fuel and reduces emissions
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact - Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics, particulate matter, and CO are of particular concern. The majority of the sensitive receptors adjacent to the project site are short-term healthcare facility immediately to the south, and residences located 15-20 feet to the west across from the existing alley. As discussed above, project emissions related to temporary construction and project operations would not exceed SCAQMD thresholds; therefore, sensitive receptors would not experience significant pollutant concentrations as a result of the project. This is considered a less than significant impact.

d) *Result in other emissions (such as those leading odors) adversely affecting a substantial number of people?*

Less than Significant Impact – Construction of the project could result in emission of odors from construction equipment and vehicles (e.g., diesel exhaust). It is anticipated that these odors would be short-term, limited in extent at any given time, and distributed throughout the project site throughout construction, and, therefore, would not affect a substantial number of individuals. This is considered a less than significant impact.

IV. Biological Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (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 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"/>

Impact Analysis:

The project site currently consists of a number of vacant lots surrounded by urban development. The site does not contain any vegetation or native habitat. The site is bare and does not contain ornamental trees or vegetation.

Would the project:

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

Less than Significant Impact – The project site is disturbed and surrounded by urban development. Database searches of California Natural Diversity Database (California Department of Fish and Wildlife 2018), Information for Planning and Consultation (U.S. Fish and Wildlife Service 2019), and the Inventory of Rare and Endangered Plants of California (California Native Plant Society 2019) indicate no species identified as candidate, sensitive, or special status have the potential to occur on the project site. Therefore, the project would not have a substantial adverse effect, either directly or indirectly, and impact would be less than significant.

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

No Impact – As noted above, the project site does not support native habitat. The project site does not contain any riparian habitat or sensitive vegetation communities identified in local or regional plans, policies, or regulations or by California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. No impact is identified for this issue area.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact – As noted above, the project site is located in an urban area. The project site does not contain any natural hydrologic features or state or federally protected wetlands. No impact is identified for this issue area.

- 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 wildlife nursery sites?*

No Impact – The project site is vacant and does not provide nursery habitat. The project is situated in an urban area; therefore, it provides no wildlife movement function. The conversion of the vacant lot to a five-story mixed use building with attached parking structure does not impact wildlife movement. No impact is identified for this issue area.

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

No Impact – The project site does not provide significant biological resource value identified for conservation and is not located within the Local Coastal Program Planning Areas (City of Long Beach 1973 and 1980, respectively). Therefore, the proposed project is consistent with both the conservation and Local Coastal Program elements of the General Plan. The project site does not support trees subject to city ordinance. No impact is identified for this issue area.

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

No Impact – There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plans in the City of Long Beach; therefore the project would not conflict with any such plans. No impact is identified for this issue area.

V. Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §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 dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on archival research and consultation with the South Central Coastal Information Center by HDR in February 2019.

Would the project:

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?*

Less than Significant with Mitigation Incorporated – Southern California is home to a number of Native American tribes, with Gabrieleno groups having occupied the Long Beach area prior to the arrival of Europeans. The project area has seen extensive development related to commercial enterprises and urban growth over more than 70 years at least.

The proposed project site is a vacant dirt and gravel lot bordered to the north by East Anaheim Street (a major thoroughfare), to the east by Walnut Avenue, to the west by an alley and multi-story commercial buildings, and to the south by a single-story commercial property. Ground disturbance during the proposed project would occur only in areas that have already been heavily disturbed by prior development and land use activities.

A review of historic aerial photographs and topographic maps show that the proposed project area has been heavily developed with commercial buildings since the early 1950s. The west half of the project site was occupied by a warehouse or commercial building until 2007. The east half of the project site has been vacant since 2003. The South Central Coastal Information Center was consulted regarding the proposed project. The response from South Central Coastal Information Center indicated that no historical resources have been previously identified in the proposed project area. Outside the project site, within .25 mile, 16 resources, all historic-age buildings, have been previously recorded. No prehistoric resources have been recorded within .25 mile of the project site. Due to a recent (2014) cultural assessment of the project area and the lack of resources identified, a pedestrian survey of the project area was deemed unnecessary. Nevertheless, the inadvertent discovery of cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3 are proposed to reduce potential impacts to a less than significant level.

Mitigation Measure CULT-1: Archaeologist and Monitor

An archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained by the Project Applicant and approved by the City to oversee and carry out the archaeological mitigation measures set forth in this Mitigated Negative Declaration (MND). The archaeologist shall conduct a pre-grading meeting and shall develop an appropriate monitoring program and schedule. As part of this program, the archaeologist shall select a qualified archaeological monitor to be retained by the Project Applicant and approved by the City.

Mitigation Measure CULT-2: Archaeological Monitoring

The qualified archaeological monitor shall monitor excavation and grading activities on the project site within native soils that have not been previously disturbed. In the event archaeological or cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation. Work may continue outside of the vicinity of the find, at a sufficient distance to be determined by the archaeological monitor as necessary to provide compliance with these mitigation measures and the archaeological monitoring program. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historic resource, the provisions of Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.

The archaeologist shall evaluate the discovered resource(s) and if significant, notify the Project Applicant, the City, and the representative of any Native American tribe that is a consulting party to the project under AB 52/SB 18, and then develop an appropriate treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The archaeologist shall then prepare a report to be reviewed and approved by the City and file it with the Project Applicant, the City, and the South Central Coastal Information Center located at California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The City shall designate one or more appropriate repositories for any cultural resources that are uncovered.

Mitigation Measure CULT-3: Unanticipated Discovery of Human Remains

If human remains are discovered during ground-disturbing activities or project construction, work shall be halted within at least 150 feet of the discovery location, and at a greater distance if determined necessary by the archaeological monitor or Native American monitor, and within any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Los Angeles County Coroner shall be notified immediately to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California NAHC (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants (MLD) of the deceased will be contacted, and work will not resume until the MLD has made a recommendation to the Project Applicant regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

Treatment Measures for remains of Native American origin: Prior to the continuation of ground disturbing activities, the Project Applicant shall arrange with the MLD a designated site location within the footprint of the project site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth, and a steel plate movable by heavy equipment shall be placed over the excavation opening to protect the remains. If this arrangement not available or feasible, a 24-hour guard should be posted outside of construction hours. The Native American monitor and MLD tribal representative will make every effort to recommend diverting the ground-disturbing activities and keeping the remains in situ and protected. If the ground-disturbing activities cannot be diverted, it may be determined that burials will be removed. The Native American monitor and MLD tribal representative will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the MLD tribal representative, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the MLD tribal representative for data recovery purposes. Cremations will either be removed in bulk or as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the MLD tribal representative and the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is authorized without prior express written permission of the MLD tribal representative.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed

upon between the MLD tribal representative and the Project Applicant at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

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

Less than Significant with Mitigation Incorporated – As discussed in V. Cultural Resources: Environmental Issue Area a), unanticipated discovery of archaeological resources during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of Mitigation Measure CULT-1 and CULT-2 are proposed to reduce potential impacts to a less than significant level.

- c) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant with Mitigation Incorporated – There is no available evidence for the presence of human remains on the project site; however, inadvertent discovery of human remains could result in significant impacts if not properly managed. Implementation of Mitigation Measure CULT-3, as identified in V. Cultural Resources, Environmental Issue Area a), is proposed to reduce potential impacts to a less than significant level.

VI. Energy

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less than Significant Impact – The project is a new five-story mixed use building with attached parking structure. Construction and operation of the project would result in energy consumption.

Construction

Construction activities would consume electricity and fossil fuels, but would not require consumption of natural gas. The use of construction vehicles and equipment would consume fossil fuels, such as diesel, gasoline, and oil. Water consumption during construction activities would indirectly consume electricity.

When not in use, electric equipment would be shut off to avoid unnecessary consumption of electricity. Energy consumption during construction would be temporary and would cease upon completion of construction activities. Because of the high cost of fuel, construction and maintenance activities would not result in wasteful, inefficient, or unnecessary use of energy, as construction contractors would purchase fuel from local suppliers and would conserve the use of their supplies to minimize the cost of constructing the project. Therefore, construction impacts would be less than significant.

Operation

Operation of the mixed use building would involve consumption of electricity, natural gas, and fossil fuels related to automobile use. During ongoing operation of the project, the project would consume electricity in the form of building energy use, outdoor electricity use, and electricity consumption related to indoor and outdoor water consumption. The project would comply with building energy efficiency standards, including the 2016 Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6), effective January 1, 2017, which is mandatory statewide for new residential and nonresidential buildings. The 2016 Title 24 standards align the lighting and efficiency improvements to the residential standards with the American Society of Heating and Air-Conditioning Engineers national standards.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), also called the CALGreen Code, went into effect on January 1, 2017, and includes mandatory standards for low rise residential buildings. The project would comply with the CALGreen Code, which includes measures to reduce greenhouse gas (GHG) emissions from buildings through site development and reducing energy and water consumption.

As the project site is currently vacant, when compared to existing conditions, the project would increase overall energy consumption. However, the project would include solar-ready roofs that can be equipped with solar panels that would provide a source of on-site renewable energy. In addition, the project would provide 7 electric-vehicle parking spaces for the building and would thus promote alternative fuel consumption for

vehicles operated by building tenants. Therefore, project operation would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant Impact – As discussed in *Anaheim Street Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), applicable local regulations and plans that apply to the project include the City of LBMC Section 21.45.400 regarding green buildings and the City of Long Beach Climate Action and Adaptation Plan.

City of Long Beach Municipal Code Section 21.45.400

The LBMC Section 21.45.400 “Green building standards for public and private development” requires that the following type of project shall meet the intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design certification: a new residential or mixed use building of 50 dwelling units and 50,000 square feet or more of gross floor area. Because the project proposes over 50 dwelling units and 50,000 square feet of gross floor area, the project would be required to meet the intent of Leadership in Energy and Environmental Design at the certified level. In accordance with code requirements, the project would also be required to provide required bicycle parking spaces (or racks) at a ratio of 1 space for every 5 residential units, which means the project would accommodate a total of 18 bicycles. All projects requiring site plan review also need canopy trees for shade coverage, solar-ready roofs, and a designated area for the collection of recyclables adjacent to the area for collection of waste.

City of Long Beach Climate Action and Adaptation Plan

The city is developing a Climate Action and Adaptation Plan that will provide a framework for creating or updating policies, programs, practices, and incentives for Long Beach residents and businesses to reduce the city’s GHG footprint into the future. The CAAP is not adopted yet and any compliance is strictly voluntary at this time. The project would provide for parking spaces (or racks) to accommodate a total of 18 bicycles. As discussed above in VI. Energy, Environmental Issue Area a), the project would provide 7 electric vehicle parking spaces for the mixed use building and would thus promote non-fossil-fuel-related energy consumption for vehicles operated by building tenants. Therefore, as the project would comply with Title 24 and CALGreen, meet Leadership in Energy and Environmental Design certification, and support alternative transportation options, the project would support low carbon development within the City in furtherance of GHG reduction aspirations included in the City’s Climate Action and Adaptation Plan.

The project would comply with mandatory green building standards set by the state, as described VI. Energy, Environmental Issue Area a). Therefore, as the project would meet state mandates regarding energy efficiency in new nonresidential buildings, as well as the city’s Municipal Code and the policies of the city’s Climate Action and Adaptation Plan, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

VII. Geology and Soils

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

Analysis based on review of existing data from California Geological Survey (CGS 1998), the *Preliminary Geotechnical Assessment Report* prepared by HDR (January 2019) (Appendix C), and previous paleontological studies conducted in the area.

Would the project:

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:*

- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?*

No Impact – There are no known active or potentially active faults that have been mapped at the site, and the site is not located within a State of California Earthquake Fault Zone (formerly known as an Alquist-Priolo Special Studies Zone). No impact is identified for this issue area.

- ii) *Strong seismic ground shaking?*

Less than Significant Impact – Although the site is outside of an Earthquake Fault Zone, the principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along one of several major active or potentially active faults in Southern California. The site does have the potential to be exposed to strong seismic shaking; however, the project facilities would be designed consistent with the California Building Code in order to minimize hazards during a seismic event. The California Building Code includes standards related to soils and foundations, structure design, building materials, and structural testing and inspections. This is considered a less than significant impact.

- iii) *Seismic-related ground failure?*

Less than Significant Impact – Although the site is outside of an Earthquake Fault Zone, the principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along one of several major active or potentially active faults in Southern California. The site does have the potential to be exposed to strong seismic shaking that could lead to ground failure; however, the project facilities would be designed consistent with the California Building Code. This is considered a less than significant impact.

- iv) *Landslides?*

No Impact – California Geological Survey (CGS) maps the area outside of a landslide zone (CGS 1998). Due to the relatively flat topography of the existing and proposed conditions, landslide risk is considered low. No impact is identified for this issue area.

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

No Impact - Due to the relatively flat topography and the lack of exposed slopes, the risk of substantial erosion or loss of topsoil is considered low. No impact is identified for this issue area.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Less than Significant Impact – According to the *Preliminary Geotechnical Assessment Report* (Appendix C) the project site is located outside, but relatively close to an area mapped as liquefiable. Due to relatively shallow groundwater and deep alluvial soil deposits, the site is considered moderately susceptible to liquefaction. A liquefaction analysis should be performed during final design to confirm whether or not the site is susceptible to liquefaction. Additionally, the project site is not known to contain expansive or collapsible soils; however, testing of samples obtained from the site should be performed to confirm that these hazards are not present on the site. If they are found to be present, the final design of the structure should incorporate recommendations to mitigate their effects.

The effects of liquefaction can be properly mitigated with appropriate design. Based on the State of California Special Publication 117A, hazards from liquefaction should be mitigated to the extent required to reduce seismic risk to “acceptable levels.” The acceptable level of risk means, “level that provides reasonable protection of the public safety” [California Code of Regulations Title 14, Section 3721 (a)]. Protection of public safety does not require that structures be resistant to cracking or general distress due to differential movements. As such, a greater allowance for differential movement during liquefaction events is acceptable compared to the design requirements for static conditions. The use of well-reinforced foundations, such as

post-tensioned slabs, spread footings tied together with grade beams, or mat foundations have been proven to adequately provide basal support during liquefaction events comparable to the predicted site event.

Based on the site configuration (relatively flat terrain), the potential for lateral spreading susceptibility is considered to be low. Due to historical oil extraction in the Long Beach area, the site is estimated to have experienced subsidence on the order of about 2 feet (Appendix C). However, the subsidence due to oil extraction has generally been halted due to improved drilling and pumping techniques and policy. The risk of future subsidence at the site is generally considered low.

The project would be required to be constructed in accordance with California Building Code standards, which would ensure that construction of the project would result in less than significant impacts from unstable soils.

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

Less than Significant Impact – See VII. Geology and Soils, Environmental Issue Area: c).

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

No Impact – The alluvial geologic deposits described at the site are not generally considered incapable of supporting alternative wastewater disposal systems. No impact is identified for this issue area.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

No Impact – Review of the CGS map of the region (Saucedo et al. 2016) indicates that sediment in the project site consists of artificial fill underlain by *Qom - Old shallow marine deposits on wave-cut surface, undivided (late to middle Pleistocene)*. These poorly consolidated marine deposits are composed mostly of fine- to coarse-grained sand and may locally carry common late Pleistocene molluscan fauna (Addicott 1964). Following Caltrans' paleontological sensitivity scale (Caltrans 2018), these units are considered to have low potential to contain significant vertebrate, significant invertebrate, or significant plant fossils. Rock units designated as having low potential generally do not require monitoring and mitigation. Based on review of previous studies (e.g., DeLong 1939; Smith 2013), the project would not impact any unique paleontological resources or unique geologic features.

VIII. Greenhouse Gas Emissions

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* prepared by HDR (Appendix B).

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. The analysis of GHG emissions, unlike air quality analysis, which is a 'per day' threshold, is an aggregate quantity requiring summation over the total estimated number of work days (i.e., the total number of days that any construction grading vehicle would have an engine running).

For the purposes of determining whether or not GHG emissions from affected projects are adverse, SCAQMD specifies that project emissions must include direct, indirect, and, to the extent information is available, life cycle emissions during construction and operation. Based on this direction, construction emissions were amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable GHG significance thresholds.

The SCAQMD's interim thresholds for commercial, residential, mixed use, and industrial development projects are as follows:

- **Industrial projects** – 10,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year
- **Residential, commercial, and mixed use projects** (including parks, warehouses, etc.) – 3,000 MT CO₂e per year

The project is a mixed use building with attached parking structure. Thus, for purposes of this analysis, both direct and indirect GHG emissions from the project are discussed in the context of the 3,000 MT threshold levels.

Construction Emissions

Construction of the project would result in temporary emissions associated with diesel engine combustion from mass grading and site preparation construction equipment would be assumed to occur for engines running at the correct fuel-to-air ratios (the ratio whereby complete combustion of the diesel fuel occurs). Construction-related GHG emissions include site preparation, excavation, and associated construction of the proposed mixed use building.

The most recent version of the California Emissions Estimator Model® (CalEEMod) model (Version 2016.3.2) was used to calculate the construction emissions. Table 8 quantifies the expected GHG emissions from construction activities. As shown in Table 8, construction of the proposed project would generate 534 MT of CO₂e. Amortized over a 30-year period, the approximate life of the project, the yearly contribution to GHG from the construction of the build alternatives with an at-grade concourse would be 16.5 MT of CO₂e per year.

Table 8. Construction Greenhouse Gas Emissions

Year	Pollutant Emissions (Metric Tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2019	323.1	0.05	0.0	324.2
2020	209.5	0.03	0.0	210.2
Total	532.6	0.08	0.0	534.4

Notes:

CH₄=methane; CO₂=carbon dioxide; CO₂e=carbon dioxide equivalent; N₂O= nitrous oxide

Operational Emissions

The operational GHG emission estimates were also calculated using CalEEMod. The following activities associated with the project could directly or indirectly contribute to the generation of GHG emissions:

- **Gas, Electricity, and Water Use:** Natural gas use results in the emissions of two GHGs: methane (CH₄; the major component of natural gas) and carbon dioxide (CO₂) from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Annual electricity emissions were estimated using the reported GHG emissions per kilowatt-hour for Southern California Edison; the supplier would provide electricity for the project.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 21 times more potent a GHG than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the project would result in GHG emissions from the combustion of fossil fuels in vehicle trips. The project would result in GHG emissions through the vehicular traffic generated.
- **Combined Emissions:** The GHG emission estimates presented in Table 9 show the emissions associated with the level of development at build-out. Appendix B of the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* includes the annual CalEEMod calculations for GHG emissions. Table 9 shows that project operations would result in average annual emissions of 1,997 metric tons of CO₂e per year.

The total annual GHG emissions of 1,997 MT of CO₂e is less than the county's screening threshold of 3,000 MT of CO₂e per year. Therefore, the proposed project will have a less than significant individual and cumulative impact for GHG emissions.

Table 9. Annual Greenhouse Gas Emissions

Source	Pollutant Emissions (metric tons/year)					
	Bio-CO ₂	NBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions Amortized over 30 Years	0.0	17.8	17.8	0.003	0.00	17.8
Operational Emissions						
Area Sources	0.00	22.6	22.6	0.00	0.00	22.8
Energy Sources	0.00	470.6	470.6	0.0	0.00	472.5
Mobile Sources	0.00	1,302.6	1,302.6	0.1	0.00	1,304.2
Waste Sources	48.2	0.00	48.2	2.8	0.00	119.4
Water Usage	2.6	48.8	51.4	0.3	0.0	60.1
Total Operational Emissions	50.8	1,844.6	1,895.4	3.2	0.0	1,979.0
Total Project Emissions	50.8	1,862.4	1,913.2	3.2	0.0	1,996.8

Notes:

Columns may not add up due to rounding.

CH₄=methane; CO₂=carbon dioxide; CO₂e=carbon dioxide equivalent; N₂O= nitrous oxide

Would the project:

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

Less than Significant Impact - Construction activities would generate GHG emissions from equipment use and transportation of workers travelling to and from the project site. The amount of GHG emissions that would be generated is not anticipated to be substantial due to the temporary nature of construction. Operation of the project would result in annual emissions below the county's screening threshold of 3,000 MT of CO₂e per year. Therefore, the proposed project will have a less than significant individual and cumulative impact for GHG emissions.

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

Less than Significant Impact - As discussed in the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), there are several state and local plans and regulations in place to reduce the emissions of GHGs. As discussed in VI. Energy, Environmental Issue Area b), the project is in compliance with the LBMC Section 21.454.400 and the proposed CAAP. Therefore, the project does not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG. This impact is considered less than significant.

IX. Hazards and Hazardous Materials

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 likely 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 one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Phase I Environmental Site Assessment* (Appendix D) and the *Limited Phase II Environmental Site Assessment* (Appendix E) prepared by SCS Engineers.

Would the project:

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

Less than Significant Impact – The project would involve the construction of a mixed-use building and attached parking structure, which would not typically involve the use or storage of large quantities of hazardous materials. During construction, the use of potentially hazardous materials such as fuels, lubricants, and solvents would occur. The transport, use, and storage of hazardous materials 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. Under the Zoning Regulations 21.33, the project would be required to ensure that any materials or wastes that could cause fumes, dust, create fire hazards, or may be edible/attractive to rodents or insects would be kept outdoors in closed and containers approved by the Director of Planning and Building. Adherence to these requirements would reduce impacts to a less than significant level.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

Less than Significant Impact – See IX Hazards and Hazardous Materials: Environmental Issue Area a).

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

Less than Significant Impact – Lincoln Elementary School is 0.2 mile west of the project site; however, the proposed project would not involve the emission of hazardous materials. As discussed in Environmental Issue Area a), the transportation, use, and storage of hazardous materials would be conducted in accordance with all applicable state and federal laws. This is considered a less than significant impact.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less than Significant Impact – Pursuant to Government Code Section 65962.5, the following databases were checked for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Act Information System
- Geotracker (leaking and underground storage tanks [LUST])
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database

The Comprehensive Environmental Response, Compensation, and Liability Act database showed no evidence of toxic substances at the project site.

Geotracker shows that there are no LUSTs or hazardous waste deposits on the project site; however, there are two LUST cleanup sites within 0.25 mile of the project site.

- LB Fire Station #10 (T0603701942) – LUST cleanup site, located at 1417 Peterson Avenue, is listed as status open remediation as of 4/4/2001. The potential contaminant of concern is diesel.
- Gaviota Heights (T0603701963) – LUST cleanup site, located at 1200 Gaviota Avenue, is listed as completed, case closed.

The Department of Toxic Substances Control Site Mitigation and Brownfields Database showed no evidence of clean-up programs on the project site. This is considered a 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 or excessive noise for people residing or working in the project area?*

No Impact – The project site is located more than 2 miles southwest of the Long Beach Airport. The site is not within the airport land use planning area for the airport. The proposed apartment building would have a maximum height of 59 feet and would not interfere with airport operations, alter air traffic patterns, or in any way conflict with established Federal Aviation Administration flight protection zones. No impact is identified for this issue area.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact – The project would 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. The project includes design features that would maintain access for emergency vehicles. The design features would be reviewed and approved by the Long Beach Fire Department to ensure that emergency access meets city standards. This is considered less than significant.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

No Impact – The city 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 is identified for this issue area.

X. Hydrology and Water Quality

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less than Significant Impact– Construction related activities such as site preparation, grading and paving associated with the project would occur and could result in temporary soil erosion that could subsequently degrade water quality. During a storm event, soil erosion could occur at an accelerated rate. Additionally, construction related pollutants such as chemicals, petroleum products, and concrete-related waste could leak, spill, or be transported via storm runoff into drainages.

Construction of the project would disturb more than one acre of soil, therefore the project would be required to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit, which requires the preparation of a Stormwater Pollution Prevention Plan and implementation of construction best management practices (BMP). Additionally, the project would comply with all requirements of the LBMC related to stormwater management, the city's Stormwater Management Plan and the city's Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (City of Long Beach MS4 Permit) (City of Long Beach 2001).

Due to the increase in impervious surfaces, the project would be required to implement post-construction BMPs to mitigate stormwater pollution during operation and prepare a Low Impact Development (LID) Plan or equivalent, in compliance with the City of Long Beach LID BMP Design Manual (Long Beach Development Services 2013).

Compliance with these requirements would reduce potential impacts on water quality during construction to a level less than significant.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant Impact – The City of Long Beach Water Department would provide water service to the project site and the project would not deplete groundwater supplies. According to the *Preliminary Geotechnical Assessment Report* prepared for the project (Appendix C), three groundwater wells exist within approximately 1 mile of the site with depths to groundwater ranging from about 20 to 30 feet below the ground surface. Therefore the project would not interfere with groundwater recharge. Impacts are considered less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i) *Result in substantial erosion or siltation on- or off site?*

Less than Significant Impact – The project area is heavily urbanized area and the project site has been previously developed. The project is located within the Dominguez Channel Watershed (Dominguez Channel Watershed Management Area Group 2014). As discussed in X. Hydrology and Water Quality: Environmental Issue Area a), the project would be required to comply with the National Pollutant Discharge Elimination System requirements and local regulations, which would reduce both the amount and concentration of pollutants from site runoff. Impacts are considered less than significant.

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- iv) *Impede or redirect flood flows?*

Less than Significant Impact – See X. Hydrology and Water Quality: Environmental Issue Area ci).

- d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to projects inundation?*

Less than Significant Impact – The project site is in Federal Emergency Management Agency Flood Zone X, minimal flood hazard, which is outside the 100-year flood plain. There are three flood-control dams that lie more than 30-miles upstream from the city, including Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin. In the unlikely event that these dams fail, the waters would be expected to dissipate before

reaching the City of Long Beach. (City of Long Beach 1975b). The project site is located in a low hazard area for tsunamis, seiches, or mudflow and would not risk release of pollutants (City of Long Beach 1975b). The project site is located approximately 1.5 miles from the coastline and 1.75 miles from the Los Angeles River. Therefore, the potential for hazards associated with direct wave action in the event of a tsunami is low. Conditions under the proposed project would be similar to the existing conditions and would not increase the potential of site inundation. Although unlikely, if it were to occur during construction, people would be given sufficient warning to evacuate the project site by the West Coast and Alaska Tsunami Warning Centers, which monitor earthquakes and issue tsunami warnings when anticipated to occur. Impacts are considered less than significant.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less than Significant Impact - The project would comply with all requirements of the City of Long Beach Municipal Code related to water quality, the city's Urban Water Management Plan (City of Long Beach 2015), the city's Stormwater Management Plan, and the city's *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit). Due to the increase in impervious surfaces, the project would be required to implement post-construction BMPs to mitigate stormwater pollution during operation and prepare an LID Plan or equivalent, in compliance with the *City of Long Beach LID BMPs Design Manual* (Long Beach Development Services 2013). See X. Hydrology and Water Quality: Environmental Issue Area a) for more information. Impacts are considered less than significant.

XI. Land Use and Planning

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The project site is within the central community of the City of Long Beach and is not included in any specific planning elements of the City of Long Beach General Plan. The Central Community Plan Area includes a mixture of residential uses at varying densities, from single-family homes to apartment complexes.

Would the project:

a) Physically divide an established community?

No Impact – The project site is located within the heavily urbanized community of Central. The project is in an infill development on parcels that were previously developed. The project would not physically divide an established community. No impact is identified for this issue area.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact– The project consists of the construction of a new mixed-use building with a maximum of five stories and an attached three-story parking structure. The project site is not located in a coastal zone and is not subject to the Local Coastal Program. The project would require discretionary actions, including Zone Changes of three existing parcels, the northern portion of a large parcel on East Anaheim Street and one parcel on Walnut Avenue from CCP District to CCN District; two existing parcels on Walnut Avenue and the southern portion of the large parcel on East Anaheim Street from R-2-N Two-Family Residential to CCN; and parking requirements to allow for reduced number of parking spots provided for residents, along with greater allowed housing density. The project would consist of 100 percent affordable housing units and would take advantage of the density bonus offered by state law (California Government Code §65915) for such project.

The project also would take advantage of the provisions of state law that require local government to grant development standards waivers and additional development standards concessions for affordable housing projects (§65915) and commercial development partnered with affordable housing project (§65917.5) if the strict application of normal development standards would preclude the project from being feasible. The applicant is requesting waivers and concessions in the following areas (i.e., the project does not comply with the city's established development standards in these areas):

- Building setbacks (front, side, street side, and rear)
- Building step-backs for 2nd, 3rd, and 4th+ stories (rear)
- Required private open space area/amounts
- Screening standards for private open space
- Privacy standards between facing windows of separate dwelling units (interior courtyard-facing units)

- Residential parking count (110 required, 96 provided)
- Commercial parking count (36 required, 60 provided)

The required entitlements are site-specific and an allowable discretionary action and would not conflict with applicable land use plans, policies or regulations; as they would not result in broader changes to the goals, policies and programs.

As discussed in the Anaheim Street and Walnut Avenue Development Project Noise and Vibration Technical Memorandum (Appendix F) the project would conflict with the *City of Long Beach General Plan* Noise Element (City of Long Beach 1975a) and the LBMC. The proposed residential units would be constructed within 40 feet of the centerline of Anaheim Street, which would expose the residential units to noise levels of up to 72 dBA CNEL. This exceeds the noise limits identified in the LBMC Section 8.80.150 and 8.80.160. Additionally, the Noise Element includes goals to reduce the level of outdoor noise exposure the population is subjected to, to achieve greater indoor quietness in multiple dwelling residential buildings, and discouraging within transportation noise zones the development of noise sensitive uses that cannot be sufficiently insulated against externally generated noise at reasonable cost. However, this conflict would not create a significant impact on the environment and impacts would be less than significant. In order to comply with the LBMC and the *City of Long Beach General Plan* Noise Element, Recommended Condition LU-1 I is proposed to reduce impacts on residential units.

Recommended Condition LU-1 Noise Reduction

Windows and doors with a Sound Transmissions Class of 32 or higher shall be installed in the residential uses facing Anaheim Street.

XII. Mineral Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

Impact Analysis:

Would the project:

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

No Impact – There are no mineral resources found the project site. The City of Long Beach is located in Oil and Gas District 1. The California Department of Conservation Division of Oil, Gas, and Geothermal Resources well finder (California Department of Conservation 2018) indicates that the project site is not located on any active oil fields. The project would not result in the loss of availability of a locally-important mineral. Additionally, the project site is located on the San Gabriel Production-Consumption Region, however; it is not in an area where significant Portland Cement Concrete-Grade aggregate resources are located (an MRZ-2 area) (Kohler 2010). There are no active mine operations in the project area (Division of Mine Reclamation 2016). Therefore, the project site does not contain significant mineral resources that would cause a loss of value to the region. No impact is identified for this issue area.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact – See XII. Mineral Resources, Environmental Issue Area: a).

XIII. Noise

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Noise and Vibration Technical Memorandum* prepared by HDR (Appendix F). The analysis uses the 65 L_{max} (maximum A-weighted decibels [dBA]; District One) nighttime threshold for determining impacts from on-site activities.

Noise

Noise is generally defined as unwanted sound. To account for the large pressure response range of the human ear, noise levels are presented on a logarithmic scale expressed in units of decibels (dB). Because the human ear does not perceive every frequency with equal loudness, sounds are often adjusted with a weighting filter. The A-weighted filter is applied to compensate for the frequency response of the human auditory system, known as dBA. An inherent property of the logarithmic decibel scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3-decibel increase (or 53 dBA), not an arithmetic doubling to 100 dBA. Additional noise metrics are defined below.

- **Equivalent Continuous Sound Level (L_{eq}):** the energy-averaged, A-weighted sound level over a specified time period, also conventionally expressed as dBA.
- **L_{max} :** The maximum A-weighted sound level, as determined during a specified measurement period.
- **Day-Night Average Sound Level (L_{dn}):** The L_{dn} is the average hourly A-weighted L_{eq} for a 24-hour period with a 10 dB penalty added to sound levels occurring during the evening hours (7:00 p.m. to 10:00 p.m.) to account for individuals' increased sensitivity to noise levels during nighttime hours.
- **Community Noise Equivalent Level (CNEL):** Another average A-weighted L_{eq} sound level measured over a 24-hour period, adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours; adding 5 dB to sound levels occurring during evening hours (7:00 p.m. to 10:00 p.m.) and 10 dB to noise levels occurring during nighttime hours (10:00 p.m. to 7:00 a.m.).

The human ear perceives changes in sound pressure level relative to changes in “loudness,” scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same, or very similar, frequency characteristics:

- A 1 dBA change is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10-percent variation in the sound pressure level. A 1 dBA increase or decrease is a non-perceptible change in sound.
- A 3 dBA increase or decrease is a doubling (or halving) of acoustic pressure level and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3 dBA difference in environmental sound outdoors.
- A 5 dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.
- A 10 dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (i.e., the average person would judge a 10 dBA change in sound level to be twice or half as loud).

A dBA increase or decrease is a doubling (or halving) of sound pressure level and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3 dBA difference in environmental sound outdoors. An increase of 3 dBA is considered to be a significant off-site traffic noise impact requiring mitigation. The City has not established an exterior CNEL noise standard for office uses. Therefore, for the purposes of this analysis, a significant on-site noise impact (assumed to be generated from project-related traffic) would occur if the interior noise exceeds 45 dBA CNEL.

Certain land uses are considered more sensitive to noise than others. Examples of these types of land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located in an urban area. The closest off-site sensitive land uses are short-term healthcare facility immediately to the south, and residences located 15-20 feet to the west across from the existing alley.

The LBMC (Chapter 8.80, Noise), establishes exterior and interior noise limits for the generation of sound within the city. The analysis uses the 65 dBA L_{max} nighttime threshold for determining the impacts from on-site activities. The levels listed in the table are for events lasting 30 minutes within an hour. The maximum noise levels are 20 dB higher. Exterior noise limits are summarized in Table 10.

Table 10. Exterior Noise Limits

Receiving Land Use District	Time Period	Noise Level (dBA)	L_{max} (dBA)
District One	Night (10 p.m. to 7 a.m.)	45	65
	Day (7 a.m. to 10 p.m.)	50	70
District Two	Night (10 p.m. to 7 a.m.)	55	75
	Day (7 a.m. to 10 p.m.)	60	80
District Three	Any time	65	85
District Four	Any time	70	90
District Five	Regulated by other agencies and laws		

Notes:

District One: Predominantly residential with other land use types also present

District Two: Predominantly commercial with other land use types also present

District Three and Four: Predominantly industrial with other land use types also present

District Five: Airports, freeways, and waterways regulated by other agencies

District Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts

dBA=A-weighted decibels; L_{max} =maximum A-weighted sound-level

The LBMC forbids any person within the city limits to create outdoor sound that causes the noise levels to exceed:

1. The noise standard for that land use district as specified in Table 10 for a cumulative period of more than 30 minutes in any hour.
2. The noise standard plus 5 decibels for a cumulative period of more than 15 minutes in any hour.
3. The noise standard plus 10 decibels for a cumulative period of more than 5 minutes in any hour.
4. The noise standard plus 15 decibels for a cumulative period of more than 1 minute in any hour.
5. The noise standard plus 20 decibels or the maximum measured ambient, for any period of time.

Interior noise limits are summarized in Table 11 below.

Table 11. Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10 p.m. to 7 a.m. 7 a.m. to 10 p.m.	35 45
All	School	7 a.m. to 10 p.m. (while school is in session)	45
Hospital, designated quiet zones, and noise sensitive zones	—	Any time	40

Notes:

dBA=A-weighted decibels

The LBMC forbids any person within the city limits to create indoor sound that causes the noise levels to exceed:

1. The noise standard for that land use district as specified in Table 11 for a cumulative period of more than 5 minutes in any hour.
2. The noise standard plus 5 dB for a cumulative period of more than 1 minute in any hour.
3. The noise standard plus 10 dB or the maximum measured ambient, for any period of time.

Construction Noise Limits

Section 8.80.202 of the LBMC restricts construction activities to weekdays between the hours of 7:00 a.m. and 7:00 p.m. and Saturdays, between 9:00 a.m. and 6:00 p.m., except for emergency work. Construction work on Sundays is prohibited unless the city's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.

Vibration

Vibration Annoyance. Ground-borne noise is the vibration of floors and walls that may cause rattling of items such as windows or dishes on shelves, or a rumbling noise. The rumbling is created by the motion of the room surfaces, which act like a giant loudspeaker. The Federal Transit Authority provides criteria for acceptable levels of ground-borne vibration based on the relative perception of a vibration event for vibration-sensitive land uses (Table 12).

Table 12. Groundborne Vibration and Noise Impact Criteria – Human Annoyance

Land Use Category	Max Lv (VdB) ¹	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas.
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but ground-borne noise may be audible inside quiet rooms.

Notes:

¹ As measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz

Hz=Hertz; VdB=vibration decibels

Vibration-Related Structural Damage. The level at which ground-borne vibration is strong enough to cause structural damage has not been determined conclusively. The most conservative estimates are reflected in the Federal Transit Authority standards, shown in Table 13 below. According to the Caltrans' *Transportation Related Earthborne Vibration* (Caltrans 2002), extreme care must be taken when sustained pile driving occurs within 25 feet of any building; the threshold at which there is a risk of architectural damage to normal houses with plastered walls and ceilings is 0.2 in/sec.

Table 13. Groundborne Vibration and Noise Impact Criteria – Structural Damage

Building Category	PPV (in/sec) ¹	VdB
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes:

¹ Root Mean Square velocity calculated from vibration level (VdB) using the reference of one microinch/second

PPV=peak particle velocity; VdB=vibration decibels

The primary existing noise sources in the project area are transportation facilities. Traffic on Anaheim Street and Walnut Avenue is the dominant source contributing to area ambient noise levels. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system.

Would the project:

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant with Mitigation Incorporated – Noise generated by the project would consist of (1) short duration noise resulting from construction activities and (2) long-term noise from on-site stationary sources and off-site traffic noise from vehicles operated by employees using the proposed industrial buildings. Airborne noise dissipates with increasing distance from the noise source.

Construction

Construction noise, although temporary, can potentially affect nearby sensitive receptors, such as residences closest to the project site. Project construction would require the use of heavy equipment that may be periodically audible at off-site locations. Received noise levels would fluctuate, depending on the construction activity, equipment type, and distance between noise source and receiver. Additionally, noise from

construction equipment would vary dependent on the construction phase and the number and type of equipment at a location at any given time.

The nearest sensitive receptors to the project site is the short-term healthcare facility located on the southern property line. At its closest point, the construction activity would be located within 50 feet of this land use. The average distance from the construction activities on the project site to these sensitive land uses on a daily basis is approximately 125 feet. Construction noise would attenuate with increased distance from the noise sources.

Maximum noise levels at 50 feet and composite L_{eq} noise levels at 125 feet represented in Table 14 were evaluated assuming spherical free-field spreading. As a general construction practice, functional mufflers are anticipated to be maintained on all equipment to attenuate noise levels as low as reasonably achievable. As shown in Table 14, during the loudest construction phase, the maximum noise level is projected to be 85.0 dBA L_{max} , and the average level is projected to be 75.5 dBA L_{eq} . This potential impact is considered significant.

Table 14. Project Construction Noise Levels by Phase

Phase	Equipment ¹			Composite Sound Level ³	
	Type	Quantity	L_{max} at 50 feet ²	L_{max} at 150 feet ²	L_{eq} at 500 feet
Site preparation	Dozer	3	81.7	72.1	64.9
	Loader	4	79.1		
Grading	Scraper	1	83.6	75.5	64.4
	Grader	1	85.0		
	Dozer	1	81.7		
Building construction	Crane	2	80.6	71.1	63.4
	Forklift	3	74.7		
	Generator	1	80.6		
	Loader	3	79.1		
	Welder	1	74.0		
Paving	Paver	2	77.2	70.5	61.6
	Paving equipment	2	77.2		
	Roller	2	80.0		
Architectural coating	Compressor	2	80.6	71.1	60.6

Notes:

¹ Equipment mix obtained from the CalEEMod emission calculations prepared for the project (Appendix F).

² Measured L_{max} at given reference distance obtained from the 2006 FHWA Roadway Construction Noise Model.

³ Distance factor determined by the inverse square law defined as 6 dBA per doubling of distance as sound travels away from an idealized point.

L_{eq} =equivalent continuous sound level; L_{max} =maximum A-weighted sound level

Compliance with the Mitigation Measure NOI-1 would require limited work hours, which would result in a less than significant impact. Although construction noise would be higher than the ambient noise in the project vicinity, construction noise is naturally short-term and would cease to occur once project construction is complete and is therefore considered less than significant with implementation of Mitigation Measures NOI-1.

Mitigation Measure NOI-1: City Noise Construction Compliance

Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and Saturdays, between 9:00 a.m. and 6:00 p.m., in accordance with city standards. No construction activities

shall occur outside of these hours or on federal holidays. Construction work on Sundays is prohibited unless the City of Long Beach's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.

The following measures shall be implemented by the contractor to reduce potential construction noise impacts on nearby sensitive receptors.

- During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Traffic noise associated with project construction is not anticipated to be a significant source of noise. Traffic noise is not greatly influenced by lower levels of traffic, such as those associated with the project's construction effort. For example, traffic levels would have to double for traffic noise on adjacent roadways to increase by 3 dBA. The project's construction traffic on adjacent roadways would increase hourly traffic volumes by much less than a factor of two; therefore, the increase in construction related traffic noise would be less than 3 dBA and is not significant.

Operation

Project-related long-term vehicular trip increases are anticipated to be minimal when distributed to adjacent street segments. The Federal Highway Administration highway traffic noise prediction model (Federal Highway Administration RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. The typical vehicle mix for Southern California was used. An increase of 3 dBA is considered to be a significant off-site traffic noise impact requiring mitigation. Table 15 shows that the project-related traffic noise level increase would be 0.1 dBA or less for all analyzed roadway segments for the existing condition with project traffic. Therefore, no significant off-site traffic noise impacts would occur under existing year conditions.

Table 15. Existing With Project Traffic Noise Levels

Roadway Segment	Average Daily Traffic	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Project Related Increase CNEL (dBA)
Anaheim Street between Alamitos Avenue and Orange Avenue	24,950	55.7	176.3	557.4	69.1	0.1
Anaheim Street between Orange Avenue and Gundry Court	24,710	55.2	174.6	552.1	69.1	0.1
Anaheim Street between Gundry Court and Peterson Avenue	25,370	56.7	179.2	566.8	69.2	0.1
Anaheim Street between Peterson Avenue and Walnut Avenue	25,170	56.2	177.8	562.3	69.2	0.1

Table 15. Existing With Project Traffic Noise Levels

Roadway Segment	Average Daily Traffic	Centerline to 70 CNEL (feet)	Centerline to 65 CNEL (feet)	Centerline to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Project Related Increase CNEL (dBA)
Anaheim Street east of Walnut Avenue	24,990	55.8	176.6	558.3	69.1	0.1
Walnut Avenue North of Anaheim Street	3,890	<50	<50	62.7	60.5	0.1
Walnut Avenue South of Anaheim Street	3,890	<50	<50	62.7	60.5	0.1

Notes:

CNEL=community noise equivalent level; dBA=A-weighted decibels

Operation of the project would result in some acoustic emissions. On-site stationary noise would include building heating, ventilation, and air conditioning systems and parking lot usage, including door closing/slamming, horn honking, and car alarms. Heating, ventilation, and air conditioning systems typically result in noise levels that average between 50 and 60 dBA L_{max} at 50 feet from the equipment. Parking lots typically generate noise levels of up to 70 dBA L_{max} at 50 feet.

The closest sensitive receptors to the project site, the residential uses to the south, are located within 50 feet of the on-site stationary sources. In addition, there are existing residences located to the west at a distance of approximately 50 feet. The safety barriers and proposed landscaping along the edge of the parking structure would reduce the parking lot noise by 5-8 dB to 62 to 65 dBA L_{max} . Therefore, the proposed project's stationary source noise impacts would not exceed the city's nighttime threshold of 65 dBA L_{max} . Operation of the project would result in some acoustic emissions but would not result in vibration emissions.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant with Mitigation Incorporated – Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify ground-borne vibration.

Table 16 lists the vibration source amplitudes for construction equipment. As pile driving is not required, the highest reference peak particle velocity for the proposed project would be 0.210 inches per second associated with on-site vibration rollers.

Table 16. Vibration Source Amplitudes for Construction Equipment

Equipment	PPV at 25 feet (inch/second)	Approximate L_v^1 at 25 feet (VdB)
Pile driver (impact) – upper range	1.518	112
Pile driver (impact) – typical	0.644	104
Pile drive (sonic) – upper range	0.734	105
Pile drive (sonic) – typical	0.170	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall) – in soil	0.008	66
Hydromill (slurry wall) – in rock	0.017	75

Table 16. Vibration Source Amplitudes for Construction Equipment

Equipment	PPV at 25 feet (inch/second)	Approximate Lv ¹ at 25 feet (VdB)
Vibratory roller	0.210	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration 2018

Notes:

¹ Root mean square velocity in decibels (VdB) re 1 micro-inch/second

Lv=vibration level; PPV=peak particle velocity; VdB=RMS velocity calculated from vibration level

The residential structures to the south of the project site would be located approximately 50 feet from project construction areas that would require the use of rollers. Distance attenuation would reduce the construction vibration levels from the proposed project to 0.074 in/sec. This level is much lower than the 0.12 in/sec threshold listed in Table 13 for buildings extremely susceptible to vibration damage. Therefore, project construction would not result in vibration impacts to the surrounding structures.

Following the Federal Transit Administration vibration guidance, at 50 feet, the roller vibration level would be reduced from 94 to 85 VdB. This level would exceed the Federal Transit Administration's daytime annoyance threshold of 78 VdB, as described in Table 12. Implementation of Mitigation Measure NOI-1 would ensure that the potential annoyance from construction vibration is reduced to the greatest extent feasible and limited to daytime hours.

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

Less than Significant Impact – The project site is located approximately 2.5 miles southwest of the Long Beach Airport. Based on the airport's influence area map, the project site would be located outside of the 65 dBA CNEL noise contour. Therefore, aircraft noise levels would be below a level of significance.

XIV. Population and Housing

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Induce substantial unplanned 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 numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

The project site is located in the City of Long Beach, which has a land area of approximately 50 square miles in Los Angeles County (City of Long Beach 2017). According to the California Department of Finance, in 2018, the population of the city was estimated at 478,561, compared to an estimate of 10,283,729 for the entire county. From 2017 to 2018, the percentage change in population for both the city county-wide was 1% (California Department of Finance 2018).

In 2018, housing units in the city totaled 177,245, compared to 3,546,853 for all of Los Angeles County (California Department of Finance 2018). From 2013 to 2017, the homeownership rate for the city was 40% and the homeownership rate for Los Angeles County in its entirety was 45.9%. For the city, the percentage of housing units in multi-unit structures in 2018 was 51%. For Los Angeles County, the percentage of housing units in multi-unit structures in 2018 was 43%. (U.S. Census Bureau 2018a, 2018b.)

The average housing size in the city in 2018 was 2.83 persons per household, compared to 3.03 persons per household for all of Los Angeles County. The median household income for the city between 2013 and 2017 was \$58,314. The median household income for Los Angeles County from 2013 to 2017 was \$61,015 (U.S. Census Bureau 2018a, 2018b).

Would the project:

- a) *Induce substantial unplanned 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)?*

Less than Significant Impact – Indirect Impacts

Construction activities associated with the proposed project would provide short-term employment opportunities. These jobs would be temporary and are expected to be filled by the local labor force and would not indirectly stimulate the need for additional housing or services.

The proposed project would not result in the need for extended roads, new infrastructure, or make substantial modifications to existing infrastructure. Any modifications to existing infrastructure would be conducted to specifically service the project site, not the greater surrounding area (see Sections XIII. Public Services and XVII. Utilities and Service Systems). Impacts are considered less than significant.

Less than Significant Impact – Direct Impacts

The project consists of a mixed-use building that includes an 88-unit apartment building on the approximately 1.54-acre project site. These housing units would range in size from 608 to 1,349 square feet. The proposed project is expected to accommodate approximately 250 residents. Compared to the City of Long Beach's 2018 estimated population of 10,283,729, the additional 250 residents would represent less than a 1% increase in population. This increase would not be considered substantial population growth, and direct impacts related to the proposed project would be less than significant.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact – There are no existing people or housing on the project site and the project would not cause displacement or necessitate construction of replacement housing elsewhere. No impact is identified for this issue area.

XV. Public Services

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

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

i) Fire Protection?

Less than Significant Impact – The project site is within the jurisdiction of the Long Beach Fire Department, which would provide fire protection, medical, paramedic and other first aid rescue services. The Long Beach Fire Department fire station nearest to the site is Fire Station 10, located at 1417 North Peterson Avenue, approximately 0.17 miles from the site. Prior to project approval, the Long Beach Fire Department would be required to review and approve project activities. Applicable Fire Code requirements, California Fire Code, and the Uniform Building Code requirements would be relevant to the proposed project. The project would not result affect community fire protection services or result in the need for construction of additional fire protection facilities. This is considered a less than significant impact.

ii) Police Protection?

Less than Significant Impact – Police protection is provided by the Long Beach Police Department. The Long Beach Police Department nearest to the project site is Long Beach Police South Division, located at 3800 East Willow Street, approximately 1.68 miles from the project site. Although the project would increase the number of buildings and individuals on site, it would be an incremental increase that would not require additional police presence or demand on site. As part of the project, police and fire impact fees would be required to be paid by the developer to offset the increase in population. This is considered a less than significant impact.

iii) *Schools?*

Less than Significant Impact – The project does include housing that would directly add students to the Long Beach Unified School District. 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). This is considered a less than significant impact.

iv) *Parks?*

Less than Significant Impact – The project consists of offices, apartments, and parking structures, which would not add a significant amount residents to the area and increase the demand for parks. A parks and recreational facilities fee would be required to offset the increase in residential units. This is considered a less than significant impact.

v) *Other public facilities?*

Less than Significant Impact – The closest public library branch is the Long Beach Public Library – Mark Twain Branch, approximately 500 feet away, located at 1400 East Anaheim Street. The project would develop a mixed use building with apartments, which would not generate a significant demand for libraries. Primary users of the library system are residents of the City of Long Beach. Currently the Mark Twain branch would be able to adequately serve the additional residents from the proposed project. This is considered a less than significant impact.

XVI. Recreation

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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"/>

Impact Analysis:

The City of Long Beach Land Use Element identifies over 100 public parks with 25 community centers, two major tennis centers, and five municipal golf courses and marina systems for public enjoyment. Currently, recreation uses occupy approximately 5-6% of the land in Long Beach (City of Long Beach 2017). Nearby recreation opportunities include MacArthur Park (1321 East Anaheim Street) 500 feet northwest of the project site. MacArthur Park has basketball courts, a community center, volleyball court, playground, 70-seat theater and art gallery, picnic area, restrooms, a sports field, and open space.

The LBMC, Chapter 18.18 (Park and Recreation Facilities Fee) requires a Park Fee on new residential development. The purpose of the fee is to ensure that park land and recreational facilities needs are met with additional development.

Would the project:

- 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?*

Less than Significant Impact – The proposed project is expected to accommodate up to approximately 250 residents, which in turn could generate an increased demand for recreation facilities. However, the proposed project would be subject to LBMC Chapter 18.18, which requires payment of a Park Fee prior to the issuance of a Certificate of Occupancy. The LBMC stipulates that funds derived from payment of Park Fees shall be used solely and exclusively for the purpose of funding park land acquisition and recreation improvements. Therefore, this is considered a less than significant impact.

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

Less than Significant Impact – The proposed project does not include or require the construction or expansion of recreational facilities. See XVI. Recreation, Environmental Issue: Area a).

XVII. Transportation

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The following analysis is based on the *Anaheim Street and Walnut Avenue Development Project Traffic Impact Analysis* prepared by Translutions (Appendix G).

Analysis of traffic operations are conducted according to the traffic impact study requirements of the City of Long Beach and is consistent with the requirements and procedures outlined in the most current *Congestion Management Program for Los Angeles County*. The Traffic Impact Analysis evaluated six key study intersections in the vicinity of the project site:

1. Alamitos Avenue and Anaheim Street (signal)
2. Orange Avenue and Anaheim Street (signal)
3. Gundry Court and Anaheim Street (signal)
4. Peterson Avenue-Alley and Anaheim Street (two-way stop control)
5. Alley and Driveway 1 (two-way stop control)
6. Walnut Avenue and Anaheim Street (signal)

Residential or mixed use developments that include affordable housing units can qualify for a trip reduction credit; however, to provide a conservative analysis, no trip reduction credit was applied to the project trip generation. Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' *Trip Generation* (10th Edition) for Land Use 221 – "Multifamily Housing (Mid-Rise)," Land Use 710 "General Office Building," and Land Use 630 "Clinic." Trip distribution patterns were developed separately for the apartments and office/clinic uses.

The city uses the Intersection Capacity Utilization methodology to assess existing and future level of service (LOS) at signalized study intersection and the Highway Capacity Manual methodology for unsignalized intersection. Table 17 shows the LOS criteria.

Table 17. Level of Service Criteria

Level of Service	Description of Drivers' Perception and Traffic Operation	Highway Capacity Manual (Delay in Seconds)		Intersection Capacity Utilization
		Unsignalized	Signalized	
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10	0.00-0.60
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10 and ≤ 15	>10 and ≤ 20	0.61-0.70
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>15 and ≤ 25	>20 and ≤ 35	0.71-0.80
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>25 and ≤ 35	>35 and ≤ 55	0.81-0.90
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>35 and ≤ 50	>55 and ≤ 80	0.91-1.00

Table 17. Level of Service Criteria

Level of Service	Description of Drivers' Perception and Traffic Operation	Highway Capacity Manual (Delay in Seconds)		Intersection Capacity Utilization
		Unsignalized	Signalized	
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>50	>80	>1.00

Source: Highway Capacity Manual 6th Edition, 2010 Los Angeles County Congestion Management Plan

Notes:

LOS=level of service

The City of Long Beach considers LOS D as the minimum LOS standard for all intersections under its jurisdiction. At signalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic. If the intersection is operating at LOS E or F in the without-project conditions, a significant impact occurs if the volume-to-capacity (V/C) ratio increases by 0.02 or more with the addition of project traffic. At unsignalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic, and the traffic signal warrant analysis determines that a signal is justified.

Would this project:

- a) *Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Less than Significant Impact – During construction, construction-related traffic such as deliveries of equipment and materials and construction worker traffic, would be generated. However, construction traffic would be temporary and would not substantially interfere with the existing traffic load and capacity of the street system. Impacts from construction would be less than significant and no mitigation is required.

During operation, the project would generate traffic. The traffic impacts of the proposed project during the a.m. and p.m. peak hour were analyzed. The significance of the potential impacts of the proposed project were evaluated for each study intersection for the following scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Opening Year plus Related Projects without Project Conditions (Cumulative Conditions); and
- Opening Year plus Related Projects with Project Conditions (Cumulative with Project Conditions).

As shown in Table 18, the project is forecasted to generate 100 net new trips in the a.m. peak hour, 96 net new trips in the p.m. hour, and 1,178 net new daily trips. The increase in the amount of trips due to the project has the potential to affect existing and future intersections and streets around the project site.

Table 18. Project Trip Generation Forecast

Land Use (ITE Code)	Size	Trip Generation Rates						
		AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise) (221)								
Trip Generation Rates ¹	88 DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation		8	24	32	24	15	39	479
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		8	24	32	23	14	37	477
General Office Building (710)								
Trip Generation Rates ¹	1,100 TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation		1	0	1	0	2	2	11
Internal Trips ²		0	0	0	0	0	0	0
Total Net Trips		1	0	1	0	2	2	11
Clinic (630)								
Trip Generation Rates ¹	18,136 TSF	2.88	0.81	3.69	0.95	2.33	3.28	38.16
Trip Generation		52	15	67	17	42	59	692
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		52	15	67	16	41	57	690
Total Net Trip Generation		61	39	100	39	57	96	1,178

Notes:

¹ Trip generation based on rates for Land Use categories from Institute of Transportation Engineers *Trip Generation* (10th Edition)

² Internal Trips based on Institute of Transportation Engineers *Trip Generation Handbook* (3rd Edition)

DU=dwelling units; ITE=Institute of Transportation Engineers; TSF=total square feet

As shown in Table 19 and Table 20 the project would not result in a significant impact at the study intersections for the any of the scenarios.

Table 19. Existing with Project Level of Service

Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alamitos Avenue/ Anaheim Street	AM	D	D	0.007	0.005	No
	PM	D	D			
Orange Avenue/ Anaheim Street	AM	A	A	0.006	0.006	No
	PM	A	B			
Gundry Court/ Anaheim Street	AM	A	A	0.005	0.006	No
	PM	A	A			
Peterson Avenue-Alley/ Anaheim Street ¹	AM	B	D	-	-	No
	PM	F	F			

Table 19. Existing with Project Level of Service

Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alley/Driveway ¹²	AM	—	A	-	-	No
	PM	—	A			
Walnut Avenue/ Anaheim Street	AM	B	B	0.010	0.009	No
	PM	B	C			

Notes:

¹ Two-way stop control, therefore no change in V/C

² Future intersection, therefore no change in V/C

LOS=level of service; V/C=volume-to-capacity ratio

Table 20. Cumulative With Project Levels of Service

Intersection	Time Period	Cumulative Without Project LOS	Cumulative With Project LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Alamitos Avenue/ Anaheim Street	AM	D	D	0.006	0.006	No
	PM	E	E			
Orange Avenue/ Anaheim Street	AM	B	B	0.006	0.006	No
	PM	C	C			
Gundry Court/ Anaheim Street	AM	A	A	0.006	0.005	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street ¹	AM	B	D	-	-	No
	PM	F	F			
Alley/Driveway ¹²	AM	—	A	-	-	No
	PM	—	A			
Walnut Avenue/ Anaheim Street	AM	C	C	0.010	0.009	No
	PM	C	C			

Notes:

¹ Two-way stop control, therefore no change in V/C

² Future intersection, therefore no change in V/C

LOS=level of service; V/C=volume-to-capacity ratio

As discussed above, according to the City of Long Beach thresholds at an unsignalized intersection, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic, and the traffic signal warrant analysis determines that a signal is justified. While the unsignalized intersection of Peterson Avenue-Alley and Anaheim Street is predicted to worsen, the intersection does not meet the criteria for a significant impact. Therefore, this impact is considered less than significant.

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less than Significant Impact – CEQA Guidelines section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts. For Land Use projects vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within on-half mile

of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant impact.

The per capita vehicle miles traveled for the project is less than the per capita vehicle miles traveled for the City of Long Beach. While the city has not adopted any thresholds for vehicle miles traveled based impacts and according to the Office of Planning and Research's guidance, vehicle miles traveled based threshold are not mandatory until after July 1, 2020, the project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b).

According to the Mobility Element of the City of Long Beach General Plan, Anaheim Street is targeted for several major capital improvement programs, is listed as a primary transit-priority street, and is a pedestrian-priority area (City of Long Beach 2013). Two bus routes run along Anaheim Street and bus stops are located within one city block of the project site. The proposed project would result in a less than significant transportation impact.

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

Less than Significant with Mitigation Incorporated – Implementation of the project would result in a dangerous intersection at Peterson Avenue-Alley and Anaheim Street because the intersection would experience significant delays. The westbound left turn movements would eliminate the possibility of two-stage gap acceptance that is currently available for southbound left turning traffic, which would result in added delay as well as increased turn-movement conflict, resulting in reduced safety. The increase in delays for northbound left turn movements from the Alley may cause drivers to make unsafe decisions under time pressure. Implementation of Mitigation Measure TR-1, which requires construction of a median on Anaheim Street would be required to reduce impacts from the dangerous intersection to a level less than significant.

Mitigation Measure TR-1: Intersection Improvements

Left-turn movements at the intersection Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim Street) shall be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue, the median shall be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City extends the median project to install these recommended improvements for this subject development. Therefore, the project Applicant shall be responsible for payment of an in-lieu fee to the City for the recommended improvements, in the amount of one hundred fifteen thousand dollars (\$115,000). However, if the City-installed Anaheim Street median project will not begin construction on the street segment between Walnut Avenue and Gundry Avenue prior to issuance of a Certificate of Occupancy for the project mixed-use building, then the Applicant shall be responsible for installation of the specified median, unless an alternate solution is reached to the satisfaction of the Director of Public Works and Director of Development Services (including but not limited to posting of bonds by the applicant and temporary traffic movement restrictions) that maintains the turning movement restrictions specified by this mitigation measure until such time as the median is installed by the City.

With the implementation of Mitigation Measure TR-1, the intersections along Anaheim Street would operate at satisfactory LOS (Table 21 and Table 22) and restrict left-turn movements from the alley resulting in the mitigation of the dangerous intersection to a less than significant level.

Table 21. Existing with Project with Improvements Levels of Service

Intersection	Time Period	Existing Conditions LOS	With Project Improvements LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Gundry Court/ Anaheim Street	AM	A	A	0.000	0.040	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street	AM	D	B	—	—	No
	PM	F	B			
Alley/Driveway 1	AM	A	A	—	—	No
	PM	A	A			
Walnut Avenue/ Anaheim Street	AM	B	C	0.035	0.000	No
	PM	C	C			
La Bodega Market Driveway/Anaheim Street	AM	C	B	—	—	No
	PM	C	C			
Hoffman Avenue/ Anaheim Street	AM	C	B	—	—	No
	PM	D	C			

Notes:

LOS=level of service; V/C=volume-to-capacity ratio

Table 22. Cumulative with Project with Improvements Levels of Service

Intersection	Time Period	Existing Conditions LOS	With Project Improvements LOS	Change V/C		Significant Impact?
				AM Peak Hour	PM Peak Hour	
Gundry Court/ Anaheim Street	AM	A	A	0.000	0.040	No
	PM	B	B			
Peterson Avenue-Alley/ Anaheim Street	AM	D	B	—	—	No
	PM	F	B			
Alley/Driveway 1	AM	A	A	—	—	No
	PM	A	A			
Walnut Avenue/ Anaheim Street	AM	C	C	0.035	0.000	No
	PM	C	C			
La Bodega Market Driveway/Anaheim Street	AM	C	B	—	—	No
	PM	D	C			
Hoffman Avenue/ Anaheim Street	AM	D	B	—	—	No
	PM	D	C			

Notes:

LOS=level of service; V/C=volume-to-capacity ratio

d) *Result in inadequate emergency access?*

Less than Significant Impact – Project construction is anticipated to be confined on-site; however, if some construction activities are required in adjacent streets, no street closures would be required. Any lane closures would be temporary and both directions of travel on area roadways would be maintained as not to physically impair emergency access. Therefore, impacts would be less than significant.

XVIII. Tribal Cultural Resources

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

The analysis provided in this section is based on the results of the Assembly Bill 52 consultation process completed in support of the project. Consultation letters and responses are included in Appendix H of this document.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less than Significant with Mitigation Incorporated – Assembly Bill 52 consultation letters were sent to five tribes based on a list provided by the NAHC. The letters were sent via both email and certified mail on November 2, 2018. On February 14, 2019 letters were sent via certified mail to eight tribes. Copies of the letters are on file with the City of Long Beach Planning Bureau. A response letter was received from Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation on February 20, 2019 and March 1, 2019. The letter requested consultation under Public Resources Code Section 21080.3.1. The City of Long Beach responded by email on April 3, 2019 requesting a meeting to initiate consultation. A consultation meeting was held on April 30, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation was concerned about the potential for buried tribal cultural resources in the project area, which is located between two villages. The Gabrieleno Band of Mission Indians – Kizh Nation sent revised mitigation measures following the meeting. The City of Long Beach reviewed the proposed measures and sent revised measures on May 9, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation agreed with the proposed measures on May 22, 2019. Therefore the following mitigation measures would be required to reduce impacts on tribal cultural resources to a level less than significant.

Mitigation Measure TCR-1: Native American Monitoring

Prior to issuance of any Grading Permit for the project, the Project Applicant shall retain a Native American monitor who is approved by both the local tribal representative of the consulting party to the project under AB 52/SB 18, and who is listed under the NAHC's Tribal Contact list for the area of the project location. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). The monitor(s) shall be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt or redirect construction in the vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Native American monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects shall be consistent with generally-accepted current professional standards for these disciplines. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and are preferred to have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

Mitigation Measure TCR-2: Recovery Procedures

All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribal representative shall coordinate with the Project Applicant regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less than Significant with Mitigation Incorporated - See XVI. Tribal Cultural Resources, Environmental Issue Area: a).

XIX. Utilities and Service Systems

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

Primarily, the Los Angeles County Sanitation District, Joint Water Pollution Control Plant receives the city's wastewater. Secondly, the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County also receives the city's wastewater. The Joint Water Pollution Control Plant provides advanced primary and partial secondary treatment for 254.7 million gallons of wastewater per day, with a permitted capacity for 400 million gallons of wastewater per day of wastewater (Sanitation Districts of Los Angeles County 2016). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day of wastewater (Long Beach Water Department 2019).

Generation rates based on the project uses is based on wastewater generation rates developed by the Sanitation Districts of Los Angeles County (Sanitation Districts of Los Angeles County n.d.). As shown in Table 23, the project would generate an estimated net total of 18,268 gallons of wastewater per day (gpd).

Table 23. Generation Rates

Land Use	Quantity	Generation Factor	Amount (gpd)
Office Space	22,700 sf	200 gpd/1,000 sf	4,540
Residential Five Units or More	88Units	156 gpd/unit	13,728

Source: Sanitation District of Los Angeles County n.d.

Notes:

gpd=gallons per day; sf=square feet

Would the project:

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less than Significant Impact – The project would require standard utilities for supporting the facilities that would be on site. However, the project's contribution to the wastewater capacity would be less than 0.1 percent. The increase associated with the percent of the available daily capacity would not cause the wastewater treatment limits to be exceeded. As discussed in the *Anaheim Street and Walnut Avenue Development Project Air Quality/Greenhouse Gas Technical Memorandum* (Appendix B), energy consumption for operation of the project would occur, but would not be large enough to trigger the construction or relocation of electric power, natural gas, or telecommunication facilities. Therefore, the project would not require or result in the relocation or construction of water, wastewater treatment or Stormwater drainage, electric power, natural gas, or telecommunication facilities. Impacts would be less than significant.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Less than Significant Impact – According to the City of Long Beach's 2015 Urban Water Management Plan (City of Long Beach 2015), the total citywide water demand for 2015 was 55,206 acre feet and would increase by 3,900 acre feet in 2040. The Urban Water Management Plan identifies water supply as adequate to meet these needs. Efforts for water conservation in California localities remain. In June 2016, the Long Beach Board of Water Commissioners declared a Stage 1 Water Supply Shortage for the City of Long Beach. This declaration put into place regulations that limit the use of water in the city including when outdoor watering can occur, and limits to use and practice for residential, business and commercial facilities. The projects incremental contribution to the future demand, new sources of water supply would not be required to meet the anticipated project water needs. Impact would be less than significant.

- c) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact – See XIX. Utilities and Service Systems: Environmental Issue Area a).

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?*

Less than Significant Impact – The project involves construction of a mixed use building with attached parking structure. Approximately 50 individuals are assumed to be employed in the building and 250 individuals are assumed to live in the building. CalRecycle maintains a waste characterization list of waste generation rates. The most recent information for employee disposal rates indicates a waste generation rate of 10.5 pounds of waste per employee per day, and 12.2 pounds of waste per household per day (CalRecycle 2016). Based on this rate, the 50 employees would generate approximately 525 pounds of solid waste per day along with 3,050 pounds of solid waste produced by the units per day. This increase would be within the capacity of Scholl Canyon Landfill, which currently receives 1,400 tons per day, with 2,000 tons per day of capacity available (City of Glendale 2014; FEMA 2008). Based on the disposal capacity of landfills serving the project site, this incremental increase in solid waste generation would not affect the availability of solid waste disposal capacity. Impact would be less than significant.

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

No Impact – Construction debris would be generated and disposed of in accordance with all federal, state, and local requirements for solid waste disposal. During operation, the mixed use building would comply with LBMC Section 21.45.400, which require a designated area for the collection of recyclables be provided adjacent to the area for the collection of waste. No impact is identified for this issue area.

XX. Wildfire

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone maps for the State Responsibility Areas in November 2007 and has posted recommended maps for various Local Responsibility Areas. The City of Long Beach is part of a Local Responsibility Area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would this project:

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact – The project site is located in a non-Very High Fire Hazard Severity Zone as recommended by CAL FIRE (CAL FIRE 2011). Therefore, no impact is identified for this issue area.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose projects occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?*

No Impact – See XX, Wildfire: Environmental Issue area a).

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact – See XX, Wildfire: Environmental Issue area a).

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact – See XX, Wildfire: Environmental Issue area a).

XXI. Mandatory Findings of Significance

Environmental Issue Area:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

Would the project:

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

Less than Significant with Mitigation Incorporated – As discussed in Section IV. Biological Resources, the project site is currently disturbed and surrounded by urban development. There is no vegetation or habitat for special status species on the project site and no open body of water that serves as a natural habitat in which fish could exist. The project site does not provide suitable habitat for any other candidate, sensitive, or special-status species and no impacts are anticipated.

Additionally, as discussed in V. Cultural Resources, ground disturbance for the project would occur only in areas that have already been heavily disturbed by prior development and land use activities. A review of historic aerial photographs and topographic maps show that the proposed project area has been heavily developed with commercial buildings since at least the early 1950s. The west half of the project site was

occupied by a warehouse or commercial building up until 2007. The east half of the project site has been vacant since 2003. The inadvertent discovery of cultural materials or human remains during project-related ground-disturbing activities could result in significant impacts if not properly managed. Implementation of mitigation measures CULT-1, CULT-2, and CULT-3 are proposed to reduce potential impacts to a less than significant level. Additionally, mitigation measure TCR-1 and TCR-2 would be implemented to reduce impacts on tribal cultural resources that may present in the project site. With the implementation of the mitigation measures, the project is not anticipated to eliminate important examples of the major periods of California history or prehistory.

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

Less than Significant Impact – The project site is currently disturbed and is located in an urban area of the City of Long Beach. The proposed project would rely on and can be accommodated by the existing road system, public parks, public services, and utilities. As discussed in XVIII. Mandatory Findings of Significance, Environmental Issue Area a), the proposed project would not result in or contribute to a significant biological or cultural impact. Based on the project description and the preceding analysis, impacts related to the proposed project are less than significant or can be reduced to less than significant levels with incorporation of mitigation measures. Therefore, the proposed project's contribution to any significant cumulative impacts would be less than cumulatively considerable.

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

Less than Significant with Mitigation Incorporated – The project site is currently disturbed and located in an urbanized area. The proposed project involves the construction of a mixed use building and attached parking structure totaling 116,356 square feet. The proposed project would result in less than significant impacts with respect to air quality and GHG emissions with the implementation of mitigation measure AQ-1, which would minimize the effects of fugitive dust on nearby receptors. As stated previously, the project would also result in less than significant impacts with respect to archeological, paleontological, and tribal cultural resources with implementation of mitigation measures CULT-1, CULT-2, CULT-3, TCR-1, and TCR-2. Additionally the proposed project would result in less than significant impacts with respect to hazardous materials, hydrology and water quality, and geology. Implementation of mitigation measure NOI-1 would reduce impacts from noise. Based on the project description and the preceding analysis, development of the proposed project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed project would be mitigated to a less than significant level.

Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6 (enacted by the passage of AB 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a Responsible Agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a Responsible Agency, prepare and submit a proposed reporting or monitoring program.
- The Lead Agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- Prior to the close of the public review period for a draft EIR or Mitigated Negative Declaration, a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a Responsible Agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the Responsible Agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

Table 24 lists each mitigation measure described in this document and identifies the responsible party(ies) for implementation of each measure as well as timing for when the measure would be implemented.

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
Air Quality		
<p>AQ-1: Fugitive Dust Control</p> <p>During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403. All material excavated or graded shall be sufficiently watered in sufficient quantities to prevent the generation of visible dust plumes. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on-site or off-site shall be securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. These control techniques shall be indicated in project specifications.</p> <p>In addition, where feasible, the following measures will be implemented to reduce construction emissions;</p> <ul style="list-style-type: none"> • Minimize land disturbance • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Cover trucks when hauling dirt • Stabilize the surface of dirt piles if not removed immediately • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads • Minimize unnecessary vehicular and machinery activities • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities • Ensure that all construction equipment is properly tuned and maintained • Minimize idling time to 5 minutes, which saves fuel and reduces emissions • Provide an operational water truck on-site at all times and use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas 	Designee/Construction Contractor	During construction

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<ul style="list-style-type: none"> Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators 		
Cultural Resources		
<p>CULT-1: Archaeologist and Monitor An archaeologist meeting the Secretary of the Interior's Professional Qualification Standards shall be retained by the Project Applicant and approved by the City to oversee and carry out the archaeological mitigation measures set forth in this Mitigated Negative Declaration (MND). The archaeologist shall conduct a pre-grading meeting and shall develop an appropriate monitoring program and schedule. As part of this program, the archaeologist shall select a qualified archaeological monitor to be retained by the Project Applicant and approved by the City.</p>	City of Long Beach Director of Development Services, or designee	Prior to designated grading activities
<p>CULT-2: Archaeological Monitoring The qualified archaeological monitor shall monitor excavation and grading activities on the project site within native soils that have not been previously disturbed. In the event archaeological or cultural resources are unearthed during ground-disturbing activities, the archaeological monitor shall halt or redirect such activities away from the area of the find to allow evaluation. Work may continue outside of the vicinity of the find, at a sufficient distance to be determined by the archaeological monitor as necessary to provide compliance with these mitigation measures and the archaeological monitoring program. Deposits shall be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historic resource, the provisions of Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5 shall be implemented.</p> <p>The archaeologist shall evaluate the discovered resource(s) and if significant, notify the Project Applicant, the City, and the representative of any Native American tribe that is a consulting party to the project under AB 52/SB 18, and then develop an appropriate treatment plan. Treatment plans shall consider preservation of the resource(s) in place as a preferred option. The archaeologist shall then prepare a report to be reviewed and approved by the City and file it with the Project</p>	City of Long Beach Director of Development Services, or designee	During excavation and grading activities on the project site within native soils that have not previously been disturbed.

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
Applicant, the City, and the South Central Coastal Information Center located at California State University, Fullerton. The report shall describe any resource(s) unearthed, the treatment of such resource(s), and the evaluation of the resource(s) with respect to the California Register of Historic Resources and the National Register of Historic Places. If the resource(s) are found to be significant, a separate report detailing the results of the recovery and evaluation process shall be prepared. The City shall designate one or more appropriate repositories for any cultural resources that are uncovered.		
<p>CULT-3: Unanticipated Discovery of Human Remains If human remains are discovered during ground-disturbing activities or project construction, work shall be halted within at least 150 feet of the discovery location, and at a greater distance if determined necessary by the archaeological monitor or Native American monitor, and within any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Los Angeles County Coroner shall be notified immediately to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California NAHC (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants (MLD) of the deceased will be contacted, and work will not resume until the MLD has made a recommendation to the Project Applicant regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.</p> <p>Treatment Measures for remains of Native American origin: Prior to the continuation of ground disturbing activities, the Project Applicant shall arrange with the MLD a designated site location within the footprint of the project site for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth, and a steel plate movable by heavy equipment shall be placed over the excavation opening to protect the remains. If this arrangement not available or feasible, a 24-hour guard should be posted outside of construction hours. The Native</p>	City of Long Beach Director of Development Services, or designee	Prior to the commencement of ground-disturbing activities /In the event that human remains are encountered on the project site

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>American monitor and MLD tribal representative will make every effort to recommend diverting the ground-disturbing activities and keeping the remains in situ and protected. If the ground-disturbing activities cannot be diverted, it may be determined that burials will be removed. The Native American monitor and MLD tribal representative will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the MLD tribal representative, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the MLD tribal representative for data recovery purposes. Cremations will either be removed in bulk or as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the MLD tribal representative and the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is authorized without prior express written permission of the MLD tribal representative.</p> <p>Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the MLD tribal representative and the Project Applicant at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered</p>		
Noise		
NOI-1: City Noise Construction Compliance	City of Long Beach, its designee, or its contractor	Prior to issuance of building permits/during construction activities/ during all project area excavation and on-site grading

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>Construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and Saturdays, between 9:00 a.m. and 6:00 p.m., in accordance with City standards. No construction activities shall occur outside of these hours or on federal holidays. Construction work on Sundays is prohibited unless the City of Long Beach's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m.</p> <p>The following measures shall be implemented by the contractor to reduce potential construction noise impacts on nearby sensitive receptors.</p> <ul style="list-style-type: none"> • During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. 		
Transportation		
<p>TR-1: Intersection Improvements</p> <p>Left-turn movements at the intersection Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim Street) shall be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue, the median shall be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City extends the median project to install these recommended improvements for this subject development. Therefore, the project Applicant shall be responsible for payment of an in-lieu fee to the City for the recommended improvements, in the amount of one hundred fifteen thousand dollars (\$115,000). However, if the City-</p>	City of Long Beach Director of Public Works, or designee	Prior to issuance of a Certificate of Occupancy

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>installed Anaheim Street median project will not begin construction on the street segment between Walnut Avenue and Gundry Avenue prior to issuance of a Certificate of Occupancy for the project mixed-use building, then the Applicant shall be responsible for installation of the specified median, unless an alternate solution is reached to the satisfaction of the Director of Public Works and Director of Development Services (including but not limited to posting of bonds by the applicant and temporary traffic movement restrictions) that maintains the turning movement restrictions specified by this mitigation measure until such time as the median is installed by the City.</p>		
Tribal Cultural Resources		
<p>TCR-1: Native American Monitoring Prior to issuance of any Grading Permit for the project, the Project Applicant shall retain a Native American monitor who is approved by both the local tribal representative of the consulting party to the project under AB 52/SB 18, and who is listed under the NAHC's Tribal Contact list for the area of the project location. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). The monitor(s) shall be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt or redirect construction in the vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Native American</p>	<p>City of Long Beach Director of Development Services Department, or designee</p>	<p>Prior to commencement of any ground-disturbing activities/throughout ground-disturbing activities</p>

Table 24. Mitigation and Monitoring Reporting Program

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>monitor has indicated that the site has a low potential for impacting Tribal Cultural Resources.</p> <p>Professional Standards: Archaeological and Native American monitoring and excavation during construction projects shall be consistent with generally-accepted current professional standards for these disciplines. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and are preferred to have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.</p>		
<p>TCR-2: Recovery Procedures All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribal representative shall coordinate with the Project Applicant regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.</p>	City of Long Beach Director of Development Services Department, or designee	In the event that Tribal cultural resources are discovered during excavation, grading, or construction activities

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