



## 3311 East Willow Street

Initial Study – Mitigated Negative Declaration

*prepared by*

**City of Long Beach**

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

*prepared with the assistance of*

**Rincon Consultants, Inc.**

706 South Hill Street, Suite 1200  
Los Angeles, California 90014



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# Initial Study

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## 1 Project Title

3311 East Willow Street Adult Day Care

## 2 Lead Agency Name and Address

City of Long Beach  
333 W. Ocean Boulevard, 5th Floor  
Long Beach, California 90802

## 3 Contact Person and Phone Number

Primary:  
Craig Chalfant, Senior Planner  
(562) 570-6368

Secondary:  
Nick Vasuthasawat, Planner  
(562) 570-6410

## 4 Project Location

The project site is located at 3311 East Willow Street in Long Beach, California (Assessor's Parcel Number [APN]: 7212-22-017). The project is located in an industrial-area of Long Beach, approximately 1,000 feet south of Interstate-405. Figure 1 shows the regional location of the site and Figure 2 shows the project site in its neighborhood context.

## 5 Project Sponsor's Name and Address

Social Vocational Services  
3555 Torrance Boulevard  
Torrance, CA 90503

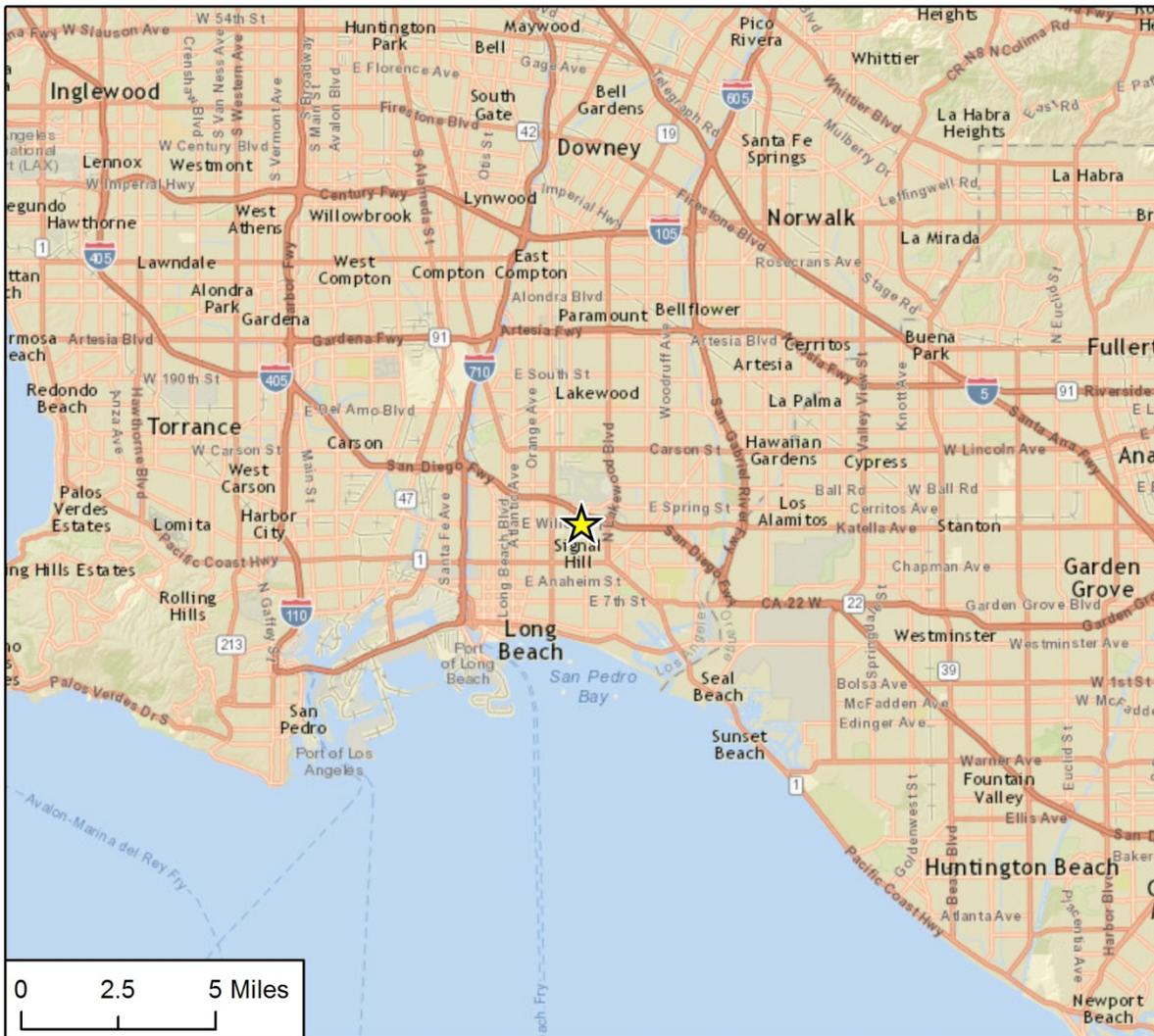
## 6 Existing Setting

The site is developed with a 3,960 square foot (sf) one-story building. The building is currently unoccupied, but was previously occupied by Willow Medical Group Physical Therapy. The site is located within an industrial portion of the City. The City of Signal Hill is directly to the south, across East Willow Street. The site is bordered by an Allied Moving Company yard to the east, a City-owned utility yard to the west and north, and an industrial complex to the south. Figure 3 shows site photos of the project site.

## 7 General Plan Designation

Medium Industrial (IM) District

Figure 1 Regional Location



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★ Project Location

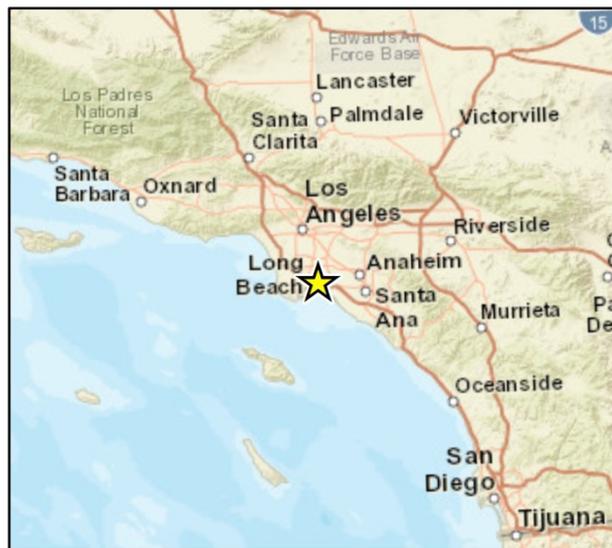
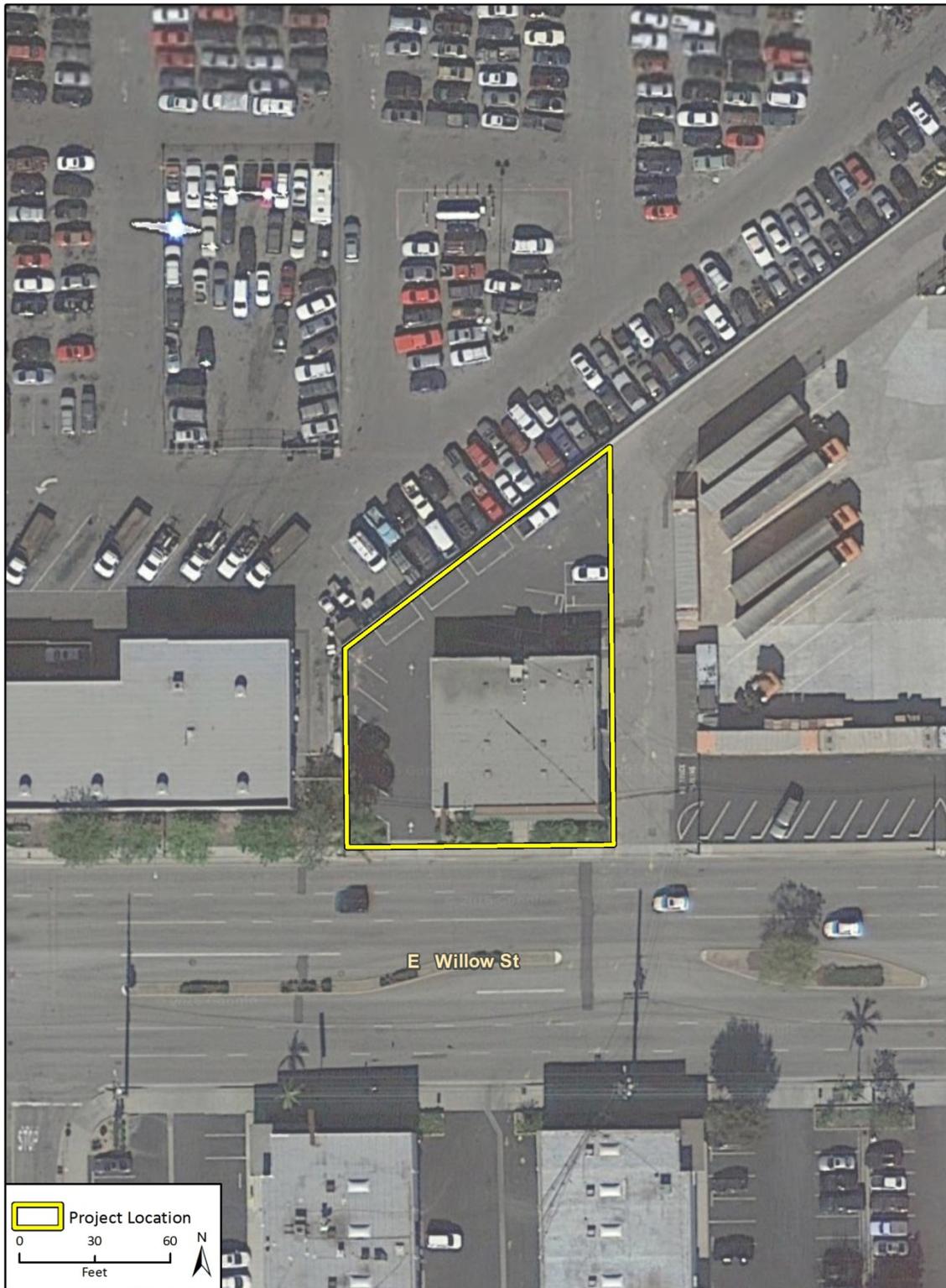
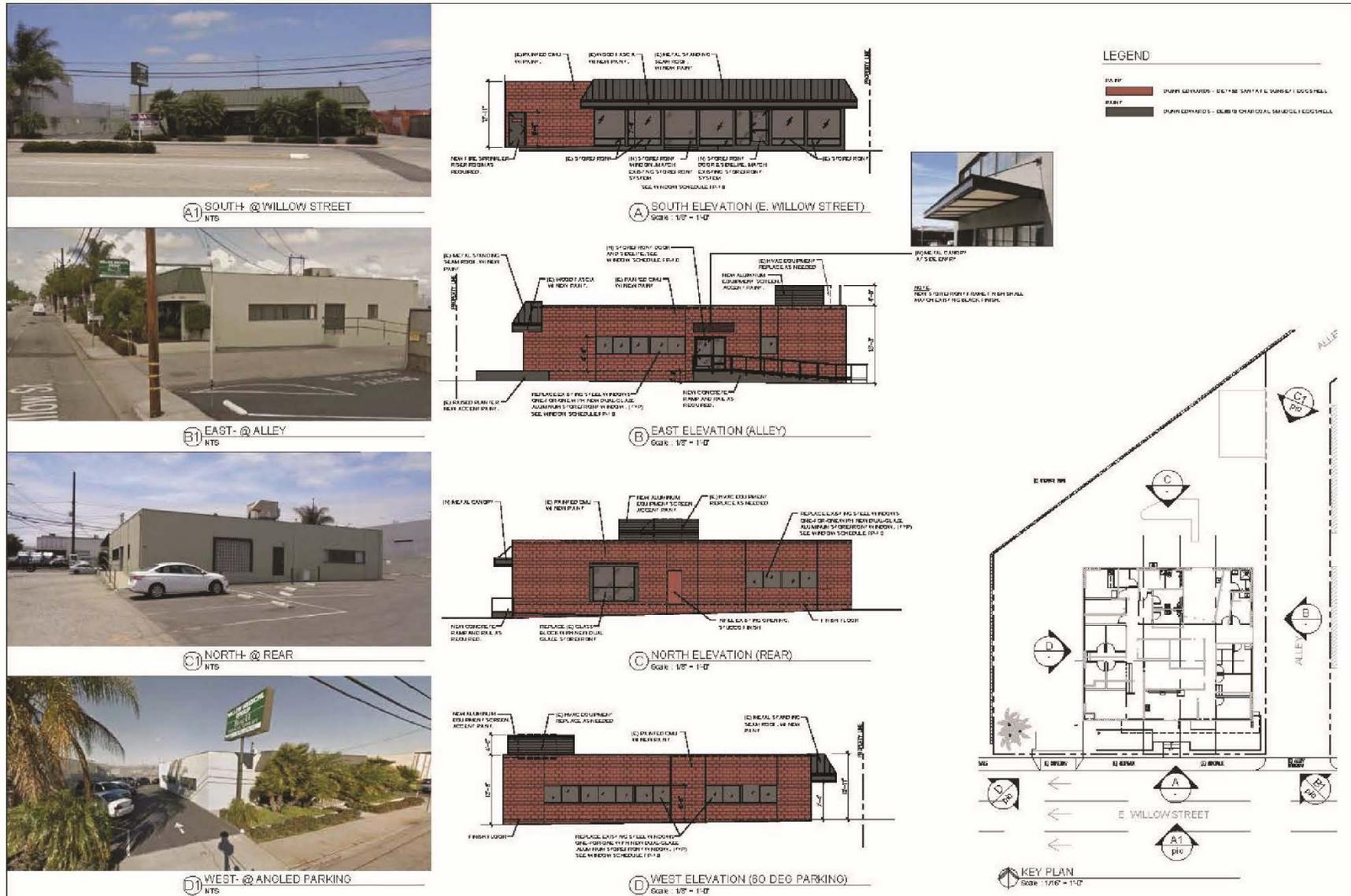


Figure 2 Project Location



Imagery provided by Google and its licensors © 2016.

Figure 3 Site Photos and Elevations



Source: Kamus and Keller Interiors Architecture, 2016.

## 8 Zoning

Medium Industrial (IM) District

## 9 Description of Project

The project includes remodeling of the existing building located at 3311 East Willow Street and reorganization of the parking lot. The building was previously used as a physical therapy center and is proposed to be utilized as an adult day care facility. The proposed project would remodel the exterior and interior of the building while leaving the exterior structure intact. Building square footage would remain 3,960 sf. The existing parking lot would be repaired and restriped to allow for fourteen parking spaces, including one van accessible parking space. The applicant plans to install new parking lot lighting and upgrade current electrical panels.

### *Building Interior*

The interior of the building would include three offices, a media room, a conference room, a library/iPad room, salon, arts and crafts room, a locker area, staff lounge, a kitchen, three restrooms, a storage area, and a reception area. All interior improvements would apply to nonstructural walls to allow for the new layout of the building. The day care facility would operate from 8:00 a.m. to 4:00 p.m. Monday through Friday and would be closed evenings, weekends, and major holidays. The day care would serve 21 clients at the facility.

### *Building Exterior*

The exterior of the building would be painted red (Dunn Edwards – Santa Fe Sunset) and the wood and metal standings/awnings would be painted grey (Dunn Edwards – Charcoal Smudge). A new metal entry canopy would be installed at the side entry as would a new concrete ramp and rail. The existing HVAC equipment would be replaced as needed and new aluminum rooftop screening would be provided. The front entry would be relocated and the double door at the entry would be replaced with a new storefront door. Additionally, existing single pane windows would be replaced with new dual pane windows.

### *Landscaping*

The project would replace the existing onsite pygmy palm trees and shrubs with drought tolerant landscaping. Existing landscaping on site covers 910 sf of the site. The proposed project would add 1,036 sf of landscaping for a total of 1,946 sf.

### *Access and Parking*

Access to the project site would continue to be from a one-way drive, with ingress off East Willow Street and egress on the alley to the east of the project site. The project would patch and repair the existing asphalt surface, lay a new slurry application, and restripe lines. The project would repair and restripe the parking lot to allow for fourteen parking spaces, including one van accessible space.

Table 1 provides a summary of the project components. Figure 4 shows the proposed site plan.

**Table 1 Project Summary**

<b>Building Area</b>		<b>(square feet)</b>
Day Care Facility	3,960	(32% site coverage)
<b>Parking Spaces</b>		<b>(number of spaces)</b>
60° Parking (9'x18')	6	
90° Parking (8'-6'x18')	5	
Parallel (9'x18' plus 5')	2	
Van Access Parking	1	
<b>Total</b>	<b>14</b>	
<b>Paved Area</b>		<b>(square feet)</b>
Existing Paved Area	7,112	
New Paved Area	(1,873)	
<b>Total Paved and Parking Area</b>	<b>5,239</b>	<b>(42% site coverage)</b>
<b>Concrete and Curbs</b>		<b>(square feet)</b>
Existing Concrete	470	
New project concrete and curbs	932	
<b>Total Concrete</b>	<b>1,402</b>	<b>(11% site coverage)</b>
<b>Landscaping</b>		<b>(square feet)</b>
Existing landscape area	910	
New project landscape area	1,036	
<b>Total</b>	<b>1,946</b>	<b>(15% site coverage)</b>

## 10 Required Approvals

The following entitlements are required for the proposed development:

- Conditional Use Permit (CUP) for a day care facility in the IM zone.

## 11 Other Public Agencies Whose Approval is Required

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



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## Environmental Factors Potentially Affected

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

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

## Determination

Based on this initial evaluation:

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

  
 \_\_\_\_\_  
 Signature  
 Craig Chalfant  
 \_\_\_\_\_  
 Printed Name

2/16/17  
 \_\_\_\_\_  
 Date  
 Planner  
 \_\_\_\_\_  
 Title

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# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project have any of the following impacts?

a. Substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site is located in a flat area surrounded by commercial and industrial uses. No identified scenic resources or scenic vistas are visible from the project site or surrounding roadways. The project would not increase the height or density of development in the area. There are no views of the ocean from the project site since the site is approximately 3 miles from the coastline. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

There are no State Scenic Highways in the vicinity of the project site. Highway 1 is located approximately one mile south and is an eligible State Scenic Highway and has been established as a Scenic Route by the City of Long Beach (City of Long Beach 1975). The area between Highway 1 and the project site is developed with residential and commercial uses. Due to the flat topography of the area and the intervening structures, the project site is not visible from Highway 1 and the project would not alter views from the roadway. The project site currently contains 910 square feet of landscaping consisting of a few bushes and pygmy palm trees. The project proposes an addition of 1,036 square feet of landscaping for a site total of 1,946 square feet. There are no rock outcroppings or historic buildings on the site. The impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is located in a fully urbanized commercial and industrial area of Long Beach. The project site is bordered by a City-owned utility yard to the north and west, an auto glass shop to the south, and a moving company to the east.

The proposed project would not change the existing height or square footage of the existing building. As shown in Figure 3, site plans for the project show a change in the exterior color and finish of the building from the existing off white finish to a painted red concrete masonry unit (CMU) wall. The metal standing seam roof would be painted a charcoal grey instead of an olive shade. A metal canopy would be placed above the concrete ramp and rail on the eastern side of the building. The proposed renovations to the building would alter the color of the building, but would not change the height or size of the development on the site. The new exterior improvements would improve the current conditions.

As shown above in Figure 3, the site contains little vegetation. The project plans to increase the landscape square footage from 910 to 1,946 square feet. The introduction of 1,046 square feet of landscaping would improve the visual character the site. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The proposed project would not change the size or square footage of the existing building. No new sources of light or glare that could affect day or night time views would be introduced. The day care facility business hours would be from 8:00 a.m. to 4:00 p.m., which would not introduce any new lighting from vehicles or interior lights emanating from the building during the nighttime. The project would include new lighting in the parking lot; however this lighting would be similar to that of existing commercial and industrial parking lots in the area. Additionally, there are no residential uses in the area (such as residences) that would be considered sensitive receptors for light and glare. Impacts associated with light and glare would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 2 Agriculture and Forest Resources

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

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

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

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

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

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

**NO IMPACT**

### 3 Air Quality

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

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

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and lead, as well as the state standard for nitrogen dioxide (NO<sub>x</sub>) (California Air Resources Board, February 2011, April 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The South Coast Air Basin is in non-attainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM<sub>10</sub> standard, and the State 24-hour and annual PM<sub>10</sub> standards. The Basin is in attainment or unclassified for all other federal and State ambient air quality standards. The ozone precursors VOC and NO<sub>x</sub>, in addition to fine particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), are the

pollutants of primary concern for projects located in the SCAQMD. A project would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds.

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

- 75 pounds per day reactive organic compounds (ROC)
- 100 pounds per day NO<sub>x</sub>
- 550 pounds per day carbon monoxide (CO)
- 150 pounds per day sulfur oxides (SO<sub>x</sub>)
- 150 pounds per day PM<sub>10</sub>
- 55 pounds per day PM<sub>2.5</sub>

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

- 55 pounds per day ROC
- 55 pounds per day NO<sub>x</sub>
- 550 pounds per day CO
- 150 pounds per day SO<sub>x</sub>
- 150 pounds per day PM<sub>10</sub>
- 55 pounds per day PM<sub>2.5</sub>

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves approximately 0.29 acres of on-site grading and construction. SCAQMD's Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly one, two, or five acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 4 (SRA-4, Long Beach). LSTs are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals and the elderly. The closest sensitive receptors to the project site are the medical centers approximately 1,000 feet east of the project site. LSTs for construction on a 0.29-acre site in SRA-4 are shown in Table 2.

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

<b>Pollutant</b>	<b>Allowable emissions<sup>1</sup> (lbs/day)</b>
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	79
CO	1,889
PM <sub>10</sub>	55
PM <sub>2.5</sub>	23

<sup>1</sup> Allowable emissions from site involving 0.29 acres of grading in SRA-4 for a receptor 1,000 feet away.

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

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

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

Implementation of the proposed project involves the renovation of an existing building in order to accommodate the operation of an adult day care facility. The project does not include any housing.

As discussed in Section 13(a), Population and Housing, the California Department of Finance (DOF) states that the population of Long Beach in 2016 is 484,958. The Southern California Association of Governments (SCAG) estimates that the city’s population will increase to 534,100 by 2035, an increase of 49,142. The proposed adult day care facility would not be a residential use and would not have a direct impact on population. Therefore, the project would not obstruct implementation of the AQMP and this impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

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

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

*Construction Emissions*

Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). The project proposes to repair the parking lot, and make aesthetic interior and exterior changes to the building. Remodeling of the structure would include moving interior walls, painting, rewiring, plumbing, adding exterior awnings and adding the CMU blocks to the exterior walls. These activities are accomplished with small, non-diesel portable pieces of equipment and hand tools. Most construction emissions come from the use of large pieces of diesel equipment, such as graders and cranes. Since the remodeling of the building would not use heavy machinery, for purposes of modeling, only emissions from parking lot construction were estimated. It was assumed that construction of the proposed parking lot would take approximately 20 days. Table 3 compares the maximum daily construction emissions that would result from proposed grading, paving, and architectural coating for construction of the parking lot, to SCAQMD construction emission thresholds, including LSTs. The CalEEMod output sheets detailing construction emissions by phase are shown in Appendix A.

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

Pollutant	SCAQMD Daily Thresholds (lbs/day)					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
Maximum Daily Emissions	1	11	9	2	1	0.0
<i>SCAQMD Thresholds (peak day)</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>	<i>150</i>
<b>Exceed Daily SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum Daily On-Site Emissions	1	11	8	1	1	0
Localized Significance Thresholds	--	79	1,889	55	23	--
<b>Exceed LST?</b>	--	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	--

-- LST not available for ROG and SO<sub>x</sub>

Emission totals were taken from either Summer or Winter construction. See Appendix A for CalEEMod worksheets.

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

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

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

*Operational Emissions*

Long-term operational emissions associated with the proposed project are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. CalEEMod was used to calculate emissions based on the land uses for the proposed project and the number of vehicle trips generated by development. Development of the proposed project would be required to comply with all applicable rules set forth by the SCAQMD and all applicable policies of the City of Long Beach General Plan. Emissions were also calculated for the existing building that would no longer be in service. These emissions were subtracted from the emissions from the proposed building to show the net emissions that would result from implementation of the project. These totals are shown in Table 4.

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

<b>Emission Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.1	0.6	1.6	0.3	0.1
<b>Total Emissions</b>	<b>0.2</b>	<b>0.6</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>
<i>Emissions from Existing Building</i>	<i>0.4</i>	<i>1.4</i>	<i>4</i>	<i>0.8</i>	<i>0.2</i>
<b>Total Net Emissions</b>	<b>(0.2)</b>	<b>(1.2)</b>	<b>(2.3)</b>	<b>(0.5)</b>	<b>(0.1)</b>
<i>SCAQMD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>55</i>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Numbers may not add up due to rounding

() Parenthesis denote a negative number

See Appendix A for CalEEMod worksheets.

As shown in Table 4, the project would result in a net decrease in operational emissions of all pollutants; thus, emissions would not exceed SCAQMD thresholds and no significant long-term impact to regional air quality would occur.

**LESS THAN SIGNIFICANT IMPACT**

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas.

The project would add an adult day care center to the site and would therefore introduce a sensitive receptor to the area. Since the site is located in an industrial area of Long Beach, a facility search was conducted using SCAQMD’s emission inventories for emitters of hazardous pollutants pursuant to the Air Toxic Hotspots Information and Assessment Act (AB 2588). This search was completed to determine whether any nearby facilities would create significant health risks for the elderly that would be using the site.

All facilities within a 0.5-mile radius of the project site were analyzed to determine the potential health risk from pollutant concentrations. There are currently 42 facilities within 2,000 feet of the site that have active permits from the SCAQMD (see Appendix B for a list of facilities). However, only two of these facilities have recorded emissions of permitted Toxic Air Contaminant’s (TACs). These two facilities are the Caliber Collision Centers and Equilon Enterprises, LLC, an oil production company. These facilities are located 700 feet and 1,700 feet from the project site, respectively. While these facilities have recorded emissions of TACs, neither has been required to prepare a Health Risk Assessment (HRA) because neither facility generates emissions above the SCAQMD’s HRA screening threshold for facilities. Also, Caliber Collision Centers’ permits to operate do not allow for use of materials that contain TACs. Based on the distance from the project that these facilities operate, and that neither has an associated HRA, the project would not expose sensitive receptors to substantial cumulative pollutant concentrations. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Odors would be generated by the operation of equipment during the construction phases of the proposed project. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the CARB anti-idling rule (2449(d)(1)(D)(3a)), which limits idling to 5 minutes. Additionally there are no sensitive receptors in the immediate vicinity of the site. Adult day cares do not typically create objectionable odors. Therefore impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 4 Biological Resources

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

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies,*

*or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

The project site is currently developed with an existing building and a parking lot. Existing onsite vegetation consists of small pygmy palm trees and bushes. The project site is in an urbanized area and does not contain native biological habitats or habitats for special status species. Due to project activities occurring within the area of the existing trees, project implementation might disrupt nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711). While only shrubs and pygmy palms (plants no taller than 6 feet) would be removed and the existing trees would remain, project site preparation (including exterior building and parking lot modifications) could involve activities close enough to existing vegetation to create disturbances during nesting season. Nesting season is typically February 1 through August 30. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, the proposed project would have a potentially significant impact unless mitigation is incorporated.

### **POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

#### **Mitigation Measure**

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

**BIO-1 Nesting Birds.** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition within 100 feet of the existing trees and shrubs shall occur outside of the bird breeding season (February 1 through August 30). If construction is to occur within 100 feet of the existing trees and must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 3 days prior to initiation of ground disturbance and vegetation removal activities. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/ nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located in an urban setting and is developed with an existing building and parking lot. The project site does not include any riparian or sensitive natural communities and is not part of a protected wetland. No impact would occur.

**NO IMPACT**

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

The project site contains an existing building and a parking lot. The site is within an urbanized area adjacent to Willow Street and does not provide for any substantial movement of species or serve as a nursery habitat. The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions. Existing onsite vegetation consists of small palm trees and bushes. No impact would occur.

**NO IMPACT**

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

The proposed project does not include the removal of any protected trees or habitat and therefore would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

**NO IMPACT**

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

The project site is not in the area that is subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

**NO IMPACT**

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# 5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site is developed with an existing commercial structure that was built in 1961. Although the building is over 50 years old, as shown in Figure 5, it is a typical commercial structure and does not have any unique historical features. Additionally, the project would not demolish the structure, but would instead change the exterior color and remodel the interior. There are no designated historic buildings on the project site and the site is not located in a historic district (City of Long Beach, 2014). Project implementation would have no impact on historic resources.

**NO IMPACT**

Figure 5 Photo of Existing Building



View of existing building from the southeast on East Willow Street

- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
- d. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

The project site is flat and does not contain unique geologic features. The site has been previously graded and paved; therefore, the likelihood that intact archaeological resources, paleontological resources, or human remains are present is low. Because the site has been developed previously, any surficial paleontological resources that may have been present at one time have likely been disturbed.

The project involves interior and exterior remodeling, as well as repairing and restriping the existing parking lot. These activities would not require excavation or ground disturbing activities. Implementation of the project would not have the potential of disturbing archaeological resources, paleontological resources, or human remains. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## 6 Geology and Soils

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

a.1. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

Plate 2 of Long Beach Seismic Safety Element shows the most significant fault system in the city is the Newport-Inglewood fault zone (City of Long Beach 1988). This fault zone runs in a northwest to

southeast angle across the southern half of the city. A portion of the Newport-Inglewood Fault is located approximately 1 mile southwest of the project site. No known fault lines cross through the site. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.2. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

As shown in the Ground Shaking Areas map in the Seismic Safety Element, the project is located on deep-stiff soil, north of the Newport-Inglewood faults (1988). The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the city. However, the project site is not subject to unusual levels of ground shaking. Additionally, the project does not include the construction of any new structures. Impacts from seismic ground shaking would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.3. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

The Seismic Safety Element of the Long Beach General Plan (1988) states that the project site is located within an area that has minimal potential for liquefaction. The project site is currently developed with a one-story building and a parking lot. The project would only rework nonstructural walls to accommodate the program and no changes would be made to exterior walls, load bearing walls, or the foundation. Therefore, the project would not subject the building to any structural deficiency. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.4. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

Per the City of Long Beach Seismic Safety Element, the project site is not located in an area of concern for slope stability. The City is located on a low, gently sloping to nearly level coastal plain in the southern Los Angeles Basin (City of Long Beach 1988). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain results in only about 0.1 percent of the city lying within the earthquake-induced landslide zone for this quadrangle. The project site and the surrounding area are flat and not located near or on an area determined to have the potential for landslides. Therefore, there is no risk of landslides on the site.

**NO IMPACT**

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

The proposed project is proposed on previously developed land. There is potential for soil erosion to occur at the site during site preparation and grading activities. Construction activity for the parking lot would be required to adhere to Section 18.95.050 of the Long Beach Municipal Code, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMPs), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and methods for material delivery and storage. The use of BMPs during construction would reduce erosion and loss of topsoil impacts to a less than significant level.

**LESS THAN SIGNIFICANT IMPACT**

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

The proposed project would involve the remodeling of the interior and exterior of the current building, as well as repair of the existing parking lot. As stated above, the project site is not located within an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability. Thus, construction of the project would not result in on or off site geologic impacts. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Per the City of Long Beach Seismic Safety Element, Long Beach is divided into four predominant soil profiles, designated as Profiles A through D. The site is located in soil profile D which is predominant granular non-marine terrace deposits. No issues with expansive soils are known to be present on the site. Impacts from expansive soils would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The entire city is served by an existing sewer system; therefore, for the project would not involve the use of septic tanks or any other alternative waste water disposal systems. The existing property is already connected to the city sewage and wastewater system, no impact would occur.

**NO IMPACT**

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# 7 Greenhouse Gas Emissions

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

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

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

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

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

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

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

Emissions associated with the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.1. Complete CalEEMod results and assumptions can be viewed in Appendix A.

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

The project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation.

## Construction

As discussed in Section 2, Air Quality, project-related construction emissions would be generally confined to the construction of the parking lot as the exterior and interior remodeling of the building would not require heavy machinery and therefore would not contribute to GHG emissions. In order to accurately model the emissions that would occur during construction, only construction of the parking lot was calculated.

## Operational

CalEEMod provides operational emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>. Emissions from energy use include emissions from electricity and natural gas use. Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from ARB, U.S. EPA, and emission factor values provided by the local air district (CalEEMod User Guide 2016).

For mobile sources, CO<sub>2</sub> and CH<sub>4</sub> emissions from vehicle trips to and from the project site were quantified using CalEEMod. Because CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources, N<sub>2</sub>O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (Appendix A provides calculations). Rates for N<sub>2</sub>O emissions were based on the vehicle fleet mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

Additionally, the GHG emissions generated by the existing physical therapy clinic are shown and subtracted from the total generated by the proposed day care facility. Table 5 shows the estimated emissions of greenhouse gases for the proposed project. Development of the project would result 120 metric tons of CDE. Subtracting the existing emissions from the physical therapy clinic on site, the project would result in a net reduction of 66 metric tons of CO<sub>2</sub>E per year. This is primarily due to the reduction in number of daily vehicle trips to and from the site (see Section 16, Transportation for further discussion). Due to the net reduction in GHG emissions, no impact would occur.

**Table 5 Estimated Emissions of Greenhouse Gases**

<b>Emission Source</b>	<b>Annual Emissions (metric tons of CDE per year)</b>
Construction	10
Operational and Mobile (Proposed)	110
<b>Total</b>	<b>120</b>
<i>GHG Emissions from Existing Physical Therapy Clinic</i>	<i>186</i>
<b>Proposed Project minus Existing</b>	<b>(66)</b>
<b>SCAQMD Threshold</b>	<b>3,000</b>
<b>Threshold Exceeded?</b>	<b>No</b>

() denotes a negative number

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

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

**NO IMPACT**

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

In April 7, 2016, the Southern California Association of Governments (SCAG) adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. SCAG’s RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development. The project involves infill development in an already urbanized area. Moreover, the project is reducing the amount of transportation trips, thus reducing overall emissions. This would be a beneficial impact since GHG emissions would be incrementally reduced.

The proposed would also be required to comply with the energy efficiency measures contained in Title 24 of the California Administrative Code (the California Building Energy Efficiency Program). The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 8 Hazards and Hazardous Materials

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

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would involve the remodeling of the interior and exterior of the current building, as well as repair of the existing parking lot. The project would not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction on the site. However, 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.

DCI Environmental Services completed a Phase I Environmental Site Assessment (ESA) for the proposed project (see Appendix C). The ESA found that due to the age of the building it is likely that it contains asbestos containing materials and lead paint. Since the project includes the remodeling of the structure, these materials could be released into the environment if not handled properly during demolition. Therefore, mitigation measure HAZ-1 is required to reduce impacts to a less than significant level.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

**Mitigation Measure**

The following mitigation measure would reduce impacts of related to the handling of asbestos and lead based paint to a less than significant level.

**HAZ-1 Asbestos and Lead Based Paint.** The applicant must conduct testing for lead based paint asbestos containing materials prior to any demolition of the existing building. If no materials are found, the applicant shall provide a letter from a qualified abatement consultant that no asbestos or lead is present in the buildings. If contaminants are found to be present, a qualified abatement consultant shall remove the materials in compliance with the South Coast Air Quality Management District’s Rule 1403. Once removed, the applicant shall provide proof of remediation in order to obtain building permits.

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

The nearest school is the Westerly School of Long Beach, which is located approximately 0.2 miles from the site. However, the proposed adult day care would not handle or emit hazardous materials. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The Phase I ESA completed for the project included review of federal, State, and local hazardous materials lists, interviews with people associated with the property, and a physical site inspection. The ESA found that no conditions exist that would cause a significant hazard to human health or the environment. The ESA concluded no additional investigation is required.

As of January 2017, the Department of Toxic Substances Control (DTSC) released a Public Notice for a Corrective Measures Study for the property located at 3200 East 29<sup>th</sup> Street. The property is located roughly 700 feet north of the project site. The notice has been included as Appendix G. The public notice describes a proposed cleanup for contaminated soil and groundwater at a former industrial zinc plating facility. The DTSC would oversee the cleanup and has previously prepared a Notice of Exemption (NOE) for the project. The NOE states that the interim cleanup activities would not have a significant effect on human health and the environment. The proposed cleanup plan would reduce contaminants in the area, and would not place clients of the proposed project at risk. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is located approximately 2,000 feet south of Long Beach Airport. The project site is not within the Long Beach Airport Planning Boundary or Airport Influence Area. The project is not located within 2 miles of a private airport. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project would involve the remodeling of the interior and exterior of an existing building, as well as repair of the existing parking lot. The project does not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. In addition, it would reduce overall vehicle trips to and from the site. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- h. *Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Long Beach is an urbanized community and there are no wildlands 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 wildland fires. No impact would occur.

**NO IMPACT**

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## 9 Hydrology and Water Quality

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

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

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

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

The project would not increase the amount of impervious surface onsite since the site already developed with a parking lot and existing building. Total paved area would decrease from 7,112 square feet to 5,239 square feet. The project would continue to use the existing drainage features. The project would comply with Section 18.74.040 of the Long Beach Municipal Code, which requires runoff to be infiltrated, captured and reused, evapotranspired, and/or treated on-site through storm water BMPs listed in the Low Impact Development (LID) Best Management Practices Manual. The project would also comply with the project SUSMP, which requires that post development peak runoff shall not exceed pre-development rates, the conservation of natural areas, minimization of stormwater pollutants through the use of BMPs, protection of slopes and channels, appropriate signage at storm drain systems and proof of ongoing BMP maintenance. The SUSMP also sets standards for design of outside material storage areas, trash storage areas and structural or treatment control BMPs that would be followed by the proposed project. Therefore, no long-term change to hydrology or water quality would occur. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project would receive water service from the City of Long Beach Water Department. The site is already developed and the project would slightly reduce the amount of pavement on the site. Current

stormwater regulations require the stormwater to be contained onsite, which would aid in recharge. Therefore, the project would not substantially decrease groundwater or interfere with groundwater recharge. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

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

**LESS THAN SIGNIFICANT IMPACT**

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

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

**NO IMPACT**

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

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

**NO IMPACT**

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

The project site is located approximately 3 miles from the coastline. Per the Seismic Safety Element of the Long Beach General Plan (1988), the tsunami influence area in the City is based on the combined criteria of an elevation less than 10 feet and within 100 feet of the beach, with influence dropping off rapidly further inland. As the project site is outside of this impact area, impacts would be less than significant.

Due to the flat topography in the area, fully paved existing property and location of the project site, slope instability is not a problem, therefore mudslide and mudflow impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 10 Land Use and Planning

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

a. Physically divide an established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project physically divide an established community?*

The project site is surrounded on all sides by developed commercial and industrial properties. The proposed project would involve the remodeling of the interior and exterior of the current building, as well as repair of the existing parking lot. Therefore, the proposed project would not physically divide an established community. No impact would occur.

**NO IMPACT**

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

The project site is zoned Medium Industrial (IM). Day care facilities are permitted in the IM zone with a conditional use permit (CUP) (Long Beach Municipal Code §21.33.060). With approval of the requested CUP, the project would not conflict or hinder any environmental policies or plans with overriding jurisdiction. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is in an urban area characterized by industrial and commercial development. The proposed project would involve the remodeling of the interior and exterior of the current building, as well as repair of the existing parking lot. No habitat conservation plan or natural community conservation plan would be affected by project implementation. No impact would occur.

**NO IMPACT**

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# 11 Mineral Resources

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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

The project site is in an urban area characterized by industrial and commercial development. The proposed project would involve the remodeling of the interior and exterior of the current building, as well as repair of the existing parking lot. No mineral resource activities would be altered or displaced by the proposed project. No impact would occur.

**NO IMPACT**

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# 12 Noise

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

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

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

The City of Long Beach uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City has adopted a Noise Ordinance (Long Beach Municipal Code Chapter

8.80) that sets exterior and interior noise standards. Per §8.8.160, the project site is located within District 4, which includes primarily industrial with other land use types present and has a maximum exterior noise level of 70 dBA CNEL at the boundary of the district at all times.

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

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

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

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

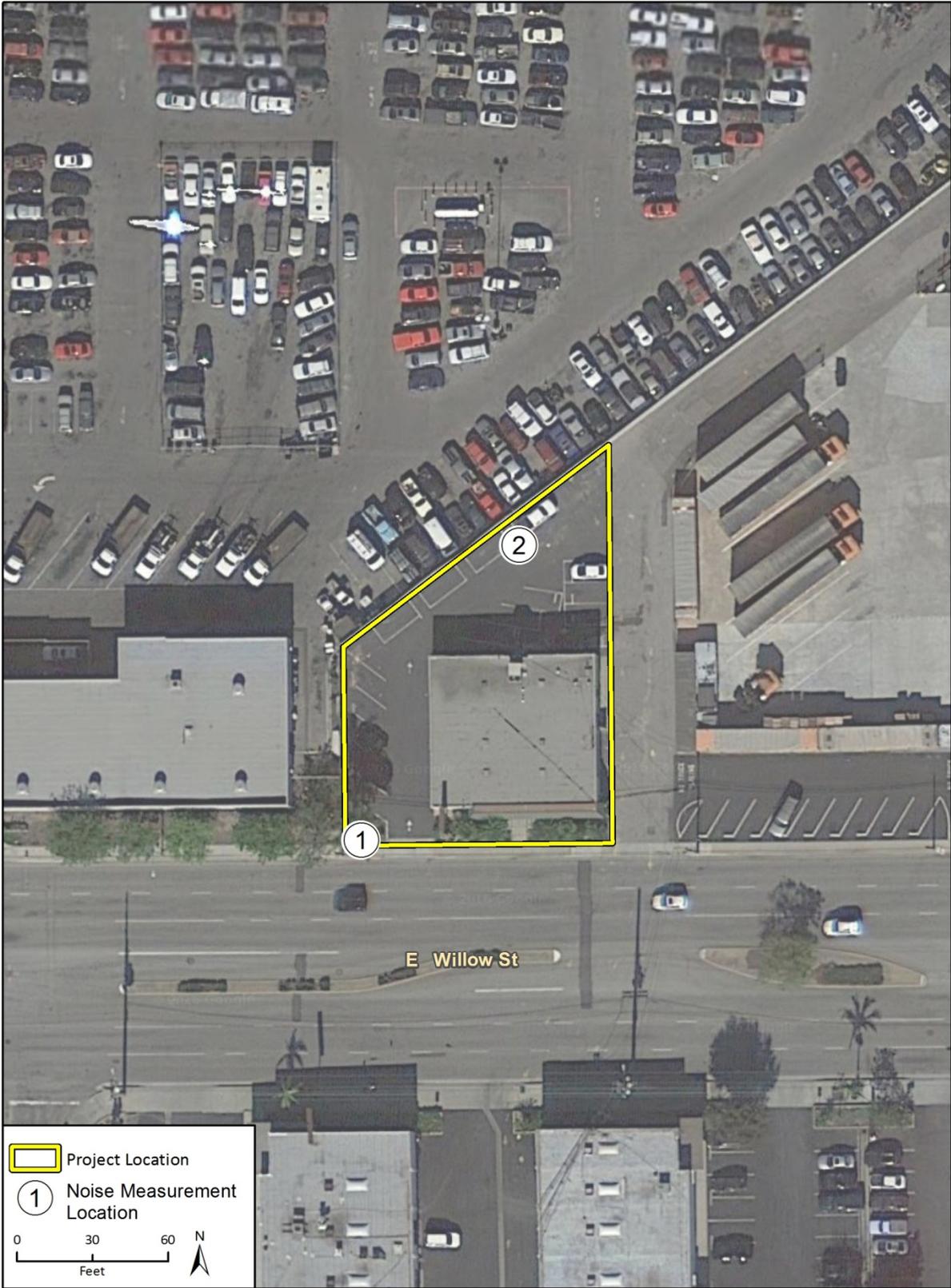
Construction-related vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime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

Noise measurements were taken on the project site on Wednesday, October 19, 2016 during AM peak hours (between 8 a.m. and 10 a.m.). Two measurements were taken along East Willow Street, one directly next to East Willow Street at the project entrance, and the other located in the back parking lot (see Figure 6). The measured noise levels at these locations were 70 dBA Leq, and 61 dBA Leq, respectively (see Appendix D for noise measurement results).

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

The project consists of remodel of the interior and exterior of the current building, as well as repair of the existing parking lot. A noise measurement taken on the project site at the southwest corner of the project site, directly adjacent to the street, was measured at 70 dBA. Leq during the a.m. peak hour. While the project would not constitute new construction, the project includes the replacement of the existing windows with new dual pane windows, which would reduce interior noise.

Figure 6 Noise Measurement and Sensitive Receptor Locations



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The manner in which newer development in California is constructed generally provides a reduction of exterior-to-interior noise levels of about 25 to 30 dBA with closed windows (FTA 2006). Therefore, with the planned addition of the new dual pane windows, the exterior-to-interior noise level would be no greater than 45 dBA Leq during peak hour.

The project would include an outdoor seating area in the back of the site, near where the second noise measurement was taken (See Figure 6). While outside, the adult day care members and staff would experience an ambient noise level measured at 61 dBA Leq. Thus, the project would not expose receptors to noise levels in excess of the State Noise/Land Use Compatibility Standards for sensitive land uses, an exterior noise level of 65 dBA CNEL.

**LESS THAN SIGNIFICANT IMPACT**

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

Project construction activities would result in some vibration that may be felt on properties in the vicinity of the project site, as commonly occurs with construction projects. Table 6 identifies various vibration velocity levels for different types of construction equipment. The project consists of remodeling of the existing building and repair of the parking lot. As most of the remodeling will be done on the interior, noise levels would be lessened. Project construction would likely involve the use of backhoes, concrete mixers, and pavers while working on the parking lot. Additionally, loaded trucks carrying construction materials would operate on the project site and some surrounding streets during remodeling of the building and the reparation of the parking lot.

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

Equipment	Approximate VdB	
	50 Feet	75 Feet
Backhoe	80	77
Compactor	82	79
Concrete Mixer	85	82
Generator	81	78
Paver	89	86
Truck	88	85

Source: Federal Transit Administration, 2006.

Remodeling and reconfiguration of the lot would occur on site as close as 50 feet from the nearest commercial building. At 50 feet, the commercial buildings would be exposed to vibration levels of up to 89 VdB, which does not exceed the 100 VdB threshold for which building damage would occur. The Long Beach Noise Ordinance prohibits construction outside daytime hours, and construction would only occur during allowable hours of 7 a.m. to 7 p.m. on weekdays, and 9 a.m. to 6 p.m. on Saturday. As impacts would only occur during the allowable construction hours and construction would only be temporary, the project would not result in excessive ground-borne vibration or ground-borne noise. Impacts from ground-borne vibration and noise would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

c. *Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

Noise associated with operation of the proposed project would primarily come from traffic on Willow Street. Since the project consists of remodeling of the building, operational noises from the building and parking lot would be similar to current conditions. The project also includes the addition of an enclosure for the HVAC system which would reduce operational noise from the structure. The project also includes an outdoor patio on the back of the building where people could sit. This would add conversational noise to the property, but would be similar to the noise that already occurs from people talking in the parking lot and would not expose any noise-sensitive receptors to excessive noise.

For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. Noise measurements taken on the local roadway indicate that noise levels are 70 dBA Leq on East Willow Street (see Appendix D for noise measurement results and Figure 6 for measurement locations).

As discussed in Section 16, Transportation, the project would result in a net decrease in the number of vehicle trips to and from the site. Therefore, the project would result in an incremental decrease in traffic noise in the area. Ambient noise levels would continue to remain at approximately 70 dBA along frontage of the facility, and 61 dBA in the rear of the parking lot. Therefore, development of the proposed project would not create a substantial permanent increase in ambient noise levels above levels existing without the project. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Project construction would generate temporary noise levels that could be audible to receptors near the project site. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. There are no residences, hospitals, schools, or sensitive receptors, nearby. The closest general receptors would be adjacent commercial buildings 50 feet away. During project construction, construction equipment would be active on the site, and construction workers and trucks would also drive to and from the site.

Table 7 shows typical noise levels associated with equipment used for the implementation of the proposed remodeling and parking lot repair. Noise levels associated with these activities would temporarily affect the commercial building adjacent to the project site. Noise from point sources generally decreases by about 6 dBA per doubling of distance for point source emitters. Table 7 illustrates the noise levels that would occur with operation of such construction equipment. As indicated, the maximum noise level during construction activities at the exterior of the adjacent buildings on East Willow Street, would be approximately 89 dBA Leq. Therefore, construction noise would exceed ambient noise levels in the area (70 dBA Leq along East Willow Street) and may cause temporary disturbance to the neighboring commercial buildings. However, construction noise impacts would be temporary, and construction contractors would be required to comply with Municipal Code Chapter 8.80.202 requirements restricting hours of construction. Therefore, the project would not result in a substantial temporary increase in noise and construction noise impacts would be less than significant.

**Table 7 Typical Construction Noise Levels**

<b>Equipment</b>	<b>Typical Level (dBA Leq) 50 Feet from the Source</b>	<b>Typical Level (dBA Leq) 75 Feet from the Source</b>
Backhoe	80	77
Compactor	82	79
Concrete Mixer	85	82
Generator	81	78
Paver	89	86
Truck	88	85

Source: FTA 2006

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is located approximately a half mile from Long Beach Airport. The airport is on the opposite side of Interstate 405 from the project site. The project site is not within the Long Beach Airport Planning Boundary or Airport Influence Area. Additionally, the project site is not located within the 65 dBA CNEL noise contour for the Long Beach Airport (Los Angeles County Airport Land Use Commission 2003). The project is not within an airport land use plan or within 2 miles of a private airport. Therefore, airport noise conflicts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 13 Population and Housing

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

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

a. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The addition of the adult day care project would not directly induce population growth by constructing residential property. However, the business would generate a small number of jobs, which could cause a small increase in population. Based on information provided by the applicant, the proposed day care facility is expected to provide 10 jobs. These jobs are likely to come from the existing population, and would not affect population increase. The site was previously used a physical therapy clinic, and therefore had existing employees. Impacts would be less than significant.

### LESS THAN SIGNIFICANT IMPACT

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

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

### NO IMPACT

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# 14 Public Services

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

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

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

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

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

The fire station closest to the site is LACFD Station 60, located at 2300 East 27th Street, just over a half mile west of the site. The site is within the existing service area of the LBFD and LACFD and both departments currently provide services at the project site. Additionally, project redevelopment would comply with applicable Fire Code requirements. The project would not increase the size of the structure on the site or increase the number of users. Demand for fire protection would not increase as a result of the proposed project. With the continued implementation of existing practices of the City, including compliance with the California Fire Code and the Uniform Building Code, the proposed project would not significantly affect community fire protection services and would not result in the need for construction of fire protection facilities. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

Police protection would be provided by the Long Beach Police Department (LBPD) and the Los Angeles County Sheriff's Department (LACSD). The existing building is currently served by the LBPD and LACSD. The project would not increase the size of the structure on the site or increase the number of people utilizing the building. Therefore, demand for police protection would not increase as a result of the proposed project. The project would not create the need for new or expanded police protection facilities. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

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

The project does not include residences that would directly generate new students within the LBUSD. Nevertheless, in accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the modified project's impacts under CEQA. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The proposed project would involve the net addition of one new job, but would not directly add residents to the city. Thus, it would not directly increase demand for recreational services or cause a decrease in the level of service provided by the City. Impacts related to Recreation are discussed in Section 15, Recreation.

**LESS THAN SIGNIFICANT IMPACT**

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

The closest public library branch is the Signal Hill Public Library at 1780 East Hill Street, approximately 1.4 miles away. The project would remodel an existing building, and result in a net addition of one new employee. The day care facility would likely bring clients to public facilities such as libraries. These clients are coming from the existing population and would not result in an increase to public facilities. Since the project would not increase the use of public facilities, impacts would be less than significant.

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

**LESS THAN SIGNIFICANT IMPACT**

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# 15 Recreation

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

The proposed project would not directly affect any parks and would not directly add population; therefore, it would not increase demand for parks. The parkland ratio would remain 6.4 acres per 1,000 residents after development of the proposed project. Therefore, the project would not substantially alter citywide demand for parks. Impacts to parks and recreational facilities would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 16 Transportation

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

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

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

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

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

Linscott, Law, and Greenspan Engineers (LLG) conducted a site-specific Traffic Analysis for proposed project in December 2016. The study is included as Appendix E. Information provided by Social Vocational Services stated that the proposed project would use five passenger vans that operate during the weekdays to accommodate the needs and services of the day care consumers. Using this information, LLG forecasted trip generation rates and totals for the proposed project. The totals are shown below in Table 8.

**Table 8 Estimated Project Traffic Trip Generation**

ITE Land Use	Weekday Peak Hour		Total Daily Trips
	AM	PM	
Medical Dental Office (Proposed)	15	10	60
Medical Office (Existing)	9	14	143
Net change			(83)

Source: Traffic Analysis. LLG 2016, Appendix E  
( ) Parentheses denote negative number

As shown in Table 8, development of the adult day care facility would result in a net decrease of 83 total trips. Thus, implementation of the project would reduce the amount of traffic to and from the project site.

The Intersection Capacity Utilization (ICU) Method of Analysis is intended for signalized intersections and estimates volume to capacity ratios. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of intersection performance. Levels range from A to F, based on their performance, with A levels associated with excellent timing and low wait, and F levels for failing, delayed intersection. According to the City of Long Beach General Plan, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours or the current LOS if the existing LOS is worse than LOS D (i.e. E or F). The LOS determinations and second per vehicle delays are shown below in Table 9.

**Table 9 Existing Plus Project Peak Hour Intersection Capacity Analysis**

Intersection	Peak Hour	Existing Traffic Conditions		Existing Plus Project Conditions		Significant Impact?
		ICU	LOS	ICU	LOS	Yes/No
Temple Avenue at Willow Street	AM	0.614	B	0.614	B	No
	PM	0.805	D	0.806	D	No
Redondo Avenue at Willow Street	AM	0.653	B	0.654	B	No
	PM	0.766	C	0.767	C	No

Source: Traffic Analysis. LLG 2016

As shown in Table 9, the project would not generate a significant impact in service delay or LOS efficiency. The project would reduce the number of trips generated by the existing site use, and there would be no impact from existing plus project conditions.

There would be no cumulative impacts to the existing roadway since the project is reducing the number of trips generated to the roadway.

**NO IMPACT**

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

Per the City of Long Beach Mobility Element, the project is not located in the Long Beach Airport Facility. The project would result in a decrease in the total number of trips to the site, and would not interfere with the Long Beach Airport. There would be no impact.

**NO IMPACT**

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

The site's access would remain the same and continue to use the existing entrance and exits. Circulation on site would remain in a clockwise pattern, and not create any hazards. The Traffic Study concludes that the proposed project would not create any traffic impacts at the key intersections, and access and motorists would be able to operate the site comfortably and safely. There would be no impact.

**NO IMPACT**

- e. *Would the project result in inadequate emergency access?*

Access to the project site would remain as it currently exists. The site utilizes a right-turn entrance driveway along Willow Street. Egress from the site is provided via an alley way in the east side of the building which connects to Willow Street using left and right turn movements. The Traffic Study concludes that the site access to the proposed project is expected to be adequate and motorists entering and exiting the site safely and without congestion. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The proposed project would not change the existing circulation, access or egress from the site. The existing sidewalk in front of the property would remain unchanged. Per the Mobility Element of the General Plan, the site is not located in a Pedestrian Priority area, or adjacent to a school or park.

The Willow and Palm SE Bus Station stop is located across Willow Street from the project site, and would remain through development of the project. There would be no impacts to public transit.

According the Mobility Element of the Long Beach General Plan, the project site is not located alongside an Existing Bicycle Network or part of the Bicycle Plan, and would therefore not impact bikeway performance or facilities. There is no bike lane along frontage of Willow Street. The project site located the Long Beach Local Delivery truck route; however, development of the project would not affect roadway circulation, or affect key studied intersections.

Development of the project would not conflict with adopted policies, plans, or programs that pertain to public transit, bikeways, or pedestrian facilities. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 17 Tribal Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless 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 a 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:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>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), or</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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 Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*a., b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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), or (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 2024.1?*

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- *Included or determined to be eligible for inclusion in the California Register of Historical Resources*
- *Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1*

The project involves interior and exterior remodeling, and repair and restriping of the existing parking lot. These activities would not require excavation or ground disturbing activities. The site is currently paved and developed, and has previously been disturbed through construction.

AB 52 consultation letters were sent out to 12 tribal councils based on a list provided by the Native American Heritage Commission. The letters were sent via both email and certified email on January 5<sup>th</sup>, 2016. Copies of the letters have been included as Appendix F to this Initial Study. Response letters were received from Andrew Salas of the Gabrieleno Band of Mission Indians. The letters have requested that a

Native American monitor be present on site during ground disturbing activities (response letters are included as Appendix F). However, since the project does not involve ground disturbing activity, monitoring would not be required. Should it be determined at a later date that ground disturbing activity is required, then the Native American tribes would be contracted. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 18 Utilities and Service Systems

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

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

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

Currently, a majority of the city's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Sanitation Districts of Los Angeles County. The remaining portion of the city's wastewater is delivered to the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County. The JWPCP provides advanced primary and partial secondary treatment for 350 million gallons of wastewater per day (mgd). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater.

The existing physical therapy clinic generates roughly 1,000 gallons per day based on a generation factor of 250 gallons per 1,000 square feet of office space (LA CEQA Thresholds 2006). The proposed project, since it would not be changing square footage, would generate roughly the same 1,000 gallons per day. The proposed project would have a zero net change in generated wastewater. The project applicant would be required to pay wastewater impact fees to fund improvements to the City's wastewater conveyance system. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the City's wastewater systems, or require the construction of new wastewater treatment facilities. This impact would be less than significant.

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

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

As discussed in Section IX, *Hydrology and Water Quality*, because the project site is already developed, the proposed project would not require the construction of substantial new storm water drainage facilities or expansion of existing facilities. This impact would be less than significant.

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

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

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

Water demand is estimated to be 120 percent of the wastewater generated by the project. Based on the Urban Water Management Plan, commercial entities demanded 14,359 acre feet in 2015. Projections expect this to increase to 16,374 acre feet by 2040. Based on the project's estimated wastewater generation, the project is not expected to increase onsite water demand and new sources of water supply would be not required to meet project water needs. This impact would be less than significant.

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

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

Solid waste would be disposed of at the Scholl Canyon Landfill, which is a Class III landfill with a throughput capacity of 3,400 tons per day. The Scholl Canyon Landfill currently receives 1,400 tons per day, with 2,000 tons per day of capacity available (Scholl Canyon Expansion Draft EIR, 2014).

Although there is a small incremental contribution from the project, the existing use of the site generates roughly the same amount of waste due to the similar use and same square footage. Since the square footage of the building is not changing and generation rates would be the same, both uses are expected to produce the same amount of solid waste. The net change would be zero, and would not increase the amount of solid waste towards waste facilities. Impacts on landfills would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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# 19 Mandatory Findings of Significance

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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

As discussed in Section 4, Biological Resources, the project site contains trees that could possibly be used by birds for nesting. These trees would be affected by the proposed project. Mitigation Measure BIO-1 would reduce these impacts to less than significant.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

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

As described in the discussion of environmental checklist Sections 1 through 18, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. With a Conditional Use Permit, the project would be consistent with the current General Plan land use designation for the site as well as the land use pattern in the project site vicinity.

There are no other planned or pending projects within the immediate vicinity of the project site that would create cumulative impacts.

As discussed in Section 16, *Transportation and Traffic* the project would result in a net reduction of vehicle trips, thus improving current conditions and leading to decreased amounts of air quality pollutants and greenhouse gases emissions (See Section 3, *Air Quality* and Section 6, *Greenhouse Gases*). As discussed in Section 18, the project would result in a net zero change in generated wastewater and solid waste. As a net reduction in several impact areas (or zero net change), the project would not contribute to cumulative impacts.

**NO IMPACT**

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

As discussed in Section 12, *Noise*, although some construction noise and vibration may occur during daylight hours, overall impacts associated with operation of the project would remain similar to current conditions. As discussed in Section 8, *Hazards and Hazardous Materials*, the building on site has the potential to expose clients to asbestos and lead paint. With the implementation of mitigation measure HAZ-1, abatement or proof that the hazards are not present on site would bring impacts to a less than significant level.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

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