

**DRAFT
INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION**

ALAMITOS BEACH CONCESSION REBUILD PROJECT

CITY OF LONG BEACH



City of Long Beach
Development Services, Planning Bureau
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Project No. CLB1702

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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACCM	asbestos-containing construction materials
ACM	asbestos-containing materials
af	acre-feet
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
bgs	below ground surface
BMP	Best Management Practices
CA BOND Exp. Plan	Hazardous Substance Cleanup Bond Act Funds Site-Specific Expenditure Plan
CAAQS	California Ambient Air Quality Standards
Cal-DHS	California Department of Homeland Security
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Department of Occupational Safety and Health Administration
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCA	California Coastal Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH ₄	methane
City	City of Long Beach
cm	centimeter(s)
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent

Coastal Commission	California Coastal Commission
Corps	California Outdoor Recreation Plan
CoSMoS	Coastal Storm Modeling System
County	County of Los Angeles
CSULB	California State University Long Beach
CUP	Conditional Use Permit
CUP Ex	Conditional Use Permit Exemption
dB	Decibel(s)
dBA	A-weighted decibel(s)
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EDR	Environmental Database Report
EDR HIST AUTO	Environmental Database Report Exclusive Historic Gas Stations
EMS	Emergency Medical Services
ENVIROSTOR	EnviroStor Database
EPA	United States Environmental Protection Agency
ESCP	Erosion and Sediment Control Plan
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
ft	foot/feet
GCC	global climate change
GHG	greenhouse gases
gpd	gallons per day
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbons
HIST CORTESE	Hazardous Waste and Substance Sites List
HVAC	heating, ventilation, and air conditioning
I-710	Interstate 710
in/sec	inch/inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
JWPCP	Joint Water Pollution Control Plant
LACM	Natural History Museum of Los Angeles County
LACSD	Sanitation Districts of Los Angeles County
LBFD	Long Beach Fire Department
LBP	lead-based paint
LBPD	Long Beach Police Department

LBPL	Long Beach Public Library
LBPRM	Long Beach Parks, Recreation, and Marine Department
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LCP	Local Coastal Program
L _{dn}	day-night average noise level
LED	light-emitting diode
L _{eq}	equivalent continuous sound level
LID	Low Impact Development
LID Plan	Low Impact Development Plan
L _{max}	maximum instantaneous noise level
LOS	level of service
LUD	Land Use District
LUE	General Plan Land Use Element
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
mgy	million gallons per year
MLD	Most Likely Descendant
MRZs	Mineral Resource Zones
MWD	Metropolitan Water District of Southern California
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Communities Conservation Plan
NDS	National Data and Surveying Services
NESHAPS	National Emission Standard for Hazardous Air Pollutants
NonGen/NLR	Resource Conservation and Recovery Act Generators/No Longer Reporting
NPDES	National Pollution Discharge Elimination System
NO ₂	nitrogen dioxide
O&M	Operating & Maintenance Plan
O ₃	ozone
OPR	California Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	public announcement

PCB	polychlorinated biphenyls
PCH	Pacific Coast Highway
PFC	perfluorocarbons
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
POTWs	publicly owned treatment works
ppm	parts per million
PPV	peak-particle velocity
PRC	Public Resources Code
proposed project	Alamitos Beach Concession Rebuild Project
RACMS	regulated asbestos-containing materials
RECs	Recognized Environmental Concerns
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SERRF	Southeast Resource Recovery Facility
sf	square feet
SF ₆	sulfur hexafluoride
SLIC	Spills, Leaks, Investigations, and Cleanups
SMARA	Surface Mining and Reclamation Act
SR-1	State Route 1
SSMP	Sewer System Management Plan
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resources Control Board
TSCA	Toxic Substances Control Act
Unified Program	Long Beach Certified Unified Program Agency
USFWS	United States Fish and Wildlife Services
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
WDRs	Waste Discharge Requirements
WRP	Water Reclamation Plant

1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Alamitos Beach Concession Rebuild Project (proposed project) in the Alamitos Beach area in the City of Long Beach. Consistent with *State CEQA Guidelines* Section 15063, this Initial Study includes a description of the proposed project, an identification of the environmental setting, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND provides a preliminary evaluation of the potential environmental impacts that may result from development of the proposed project. The City is the Lead Agency under CEQA and is responsible for adoption of the IS/MND and approval of the project. However, because the project site is located entirely within the Coastal Zone and is under the land use and planning jurisdiction of both the City and the California Coastal Commission (Coastal Commission), the Coastal Commission is responsible for issuing a Coastal Development Permit (CDP) for the proposed project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS/MND, its assumptions, or its conclusions should be referred to:

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2.0 PROJECT DESCRIPTION

2.1 REGIONAL AND LOCAL SETTING

The project site is located in the Alamitos Beach area of the City of Long Beach (City), which is located in the County of Los Angeles (County), California. As shown on Figure 2.1, Regional Project Location, regional access to the project site is provided by California State Route 1 (SR-1 or Pacific Coast Highway [PCH]) to the north and Interstate 710 (I-710) to the west of the project site. Local access to the site is provided by Ocean Boulevard and Beach Access Road. In addition, there is a beach bicycle and pedestrian path adjacent to the south side of the project site that provides access to the site.

The project site consists of a portion of Assessor's Parcel Number 7265-021-901, which itself is situated at the western end of Alamitos Beach and is adjacent to the waterfront area near the City's downtown.

2.2 SURROUNDING LAND USES

The project site is bounded by commercial, office, and high-rise residential uses to the north; sandy beach areas associated with Alamitos Beach to the east and south; the Marina Green to the south; and Beach Access Road and East Shoreline Boulevard to the west. Commercial, residential, and office uses of varying densities are present to the north, Alamitos Beach is present to the east, Alamitos Beach and the Long Beach Marina are present to the south, and Rainbow Lagoon Park and the Long Beach Convention Center are present to the west. Figure 2.2, Surrounding Land Uses, shows the details of the existing surrounding land uses.

Areas immediately adjacent to the project site include a sandy beach area, volleyball courts, a rinse station, and existing pedestrian and bicycle pathways south of the site; sandy beach east of the site; the existing surface parking lot associated with the current concession stand to the north of the project site; and the Marina Green to the east of the site.

2.3 EXISTING SITE CONDITIONS AND LAND USE DESIGNATIONS

The 1.22-acre project site (Assessor's Parcel No. 7265-021-901) is currently developed with the existing Alamitos Café, which is located on the north end of the Marina Green. The existing one-story concession building is 2,234 square feet (sf) in size. A small outdoor patio and an automated teller machine (ATM) are present directly south of the building and are intended for use by patrons of the concession stand and visitors to the beach. An existing monument sign marks the southeastern corner of the site.

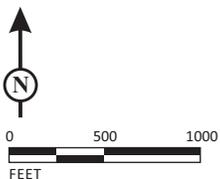
Pedestrian and bicycle access to the project site is provided by existing bicycle and pedestrian pathways south of the site, both of which traverse Alamitos Beach in an east-west fashion. Vehicular access to the site is provided via Beach Access Road and an on-site surface parking lot directly north of the existing concession stand. An electric vehicle (EV) charging station is located within the on-site parking lot, near the entrance to the concession stand. Bicycle racks are also present on the project site and are located in between the on-site parking lot and the existing concession stand.

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FIGURE 2.1

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SOURCE: Bing Maps

Alamos Beach Concession Stand
Regional Project Location

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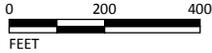


FIGURE 2.2

LSA

LEGEND

- Single Family Residential
- Multi-Family Residential
- General Office
- Commercial and Services
- Government Facilities
- Hospitality/Commercial
- Mixed Use
- Park
- Project Site



SOURCE: Google Maps (2016)

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Alamos Beach Concession Stand
Existing Surrounding Land Uses

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The project site is relatively flat, with a large majority of the site consisting of pavement associated with the on-site parking lot and paved outdoor areas serving the existing concession stand building. Ornamental vegetation (mature trees and shrubs) are scattered throughout the on-site parking lot and around the existing concession stand building. Figure 2.3, Existing Project Site, details the existing site.

2.4 PROPOSED PROJECT

2.4.1 Development Proposal

The proposed project includes the redevelopment of the existing concession stand and café on the project site with three buildings (described further in the following paragraphs), an outdoor recreational area, and improvements to the southern portion of the existing on-site surface parking lot. The project would be aligned with the existing pedestrian and bicycle paths east of the site, creating a promenade area in front of the site, facing the beach.

The proposed project would also add a landscaped median between the existing pedestrian and bicycle pathway and an additional dedicated bicycle lane further south of the pedestrian path on the beach. The proposed project would relocate five of the existing volleyball courts south of the site to accommodate the additional bicycle lane; however, relocation of the existing palm trees currently present south of the site would not be required. The addition of a bicycle lane as proposed as part of the project would reposition a sharp curve in the existing alignment, which currently poses a problem for pedestrian safety.

Ornamental landscaping, a flagpole, and a relocated monument sign would define the entrance to the proposed project. The proposed project would also replace the existing hardscape plaza and picnic tables on the north end of Building A with a vehicular drop-off zone. Palm trees in the existing hardscape plaza may be relocated to the proposed play space area and to the northern end of Buildings B and C.

The following discussion provides further detail regarding each of the project components. Refer to Table 2.A, Proposed Project Components, for a breakdown of the existing and proposed building components, as well as Figures 2.4a and 2.4b, Existing Site Conditions, for an illustration of the current conditions. Figure 2.5, Conceptual Site Plan, depicts the plan of the proposed improvements, and Figures 2.6a through 2.6c, Conceptual Renderings, depict the renderings of the proposed improvements.

2.4.1.1 Building Development

Building A. As illustrated on Figures 2.7a and 2.7b, Building Elevations, Building A consists of the concession stand/café building and would be 4,315 sf in size and a maximum of 27 feet (ft) in height. The concession stand/café building would consist of a semi-enclosed ground level topped by an open outdoor roof deck. The first floor would feature a modern restaurant and café, a kitchen, and restroom facilities. It would also include indoor seating that would spill out into a larger ground level deck containing outdoor seating areas. The open rooftop deck would feature outdoor seating, providing visitors with a comfortable vantage point of the Pacific Ocean and the Long Beach Marina.

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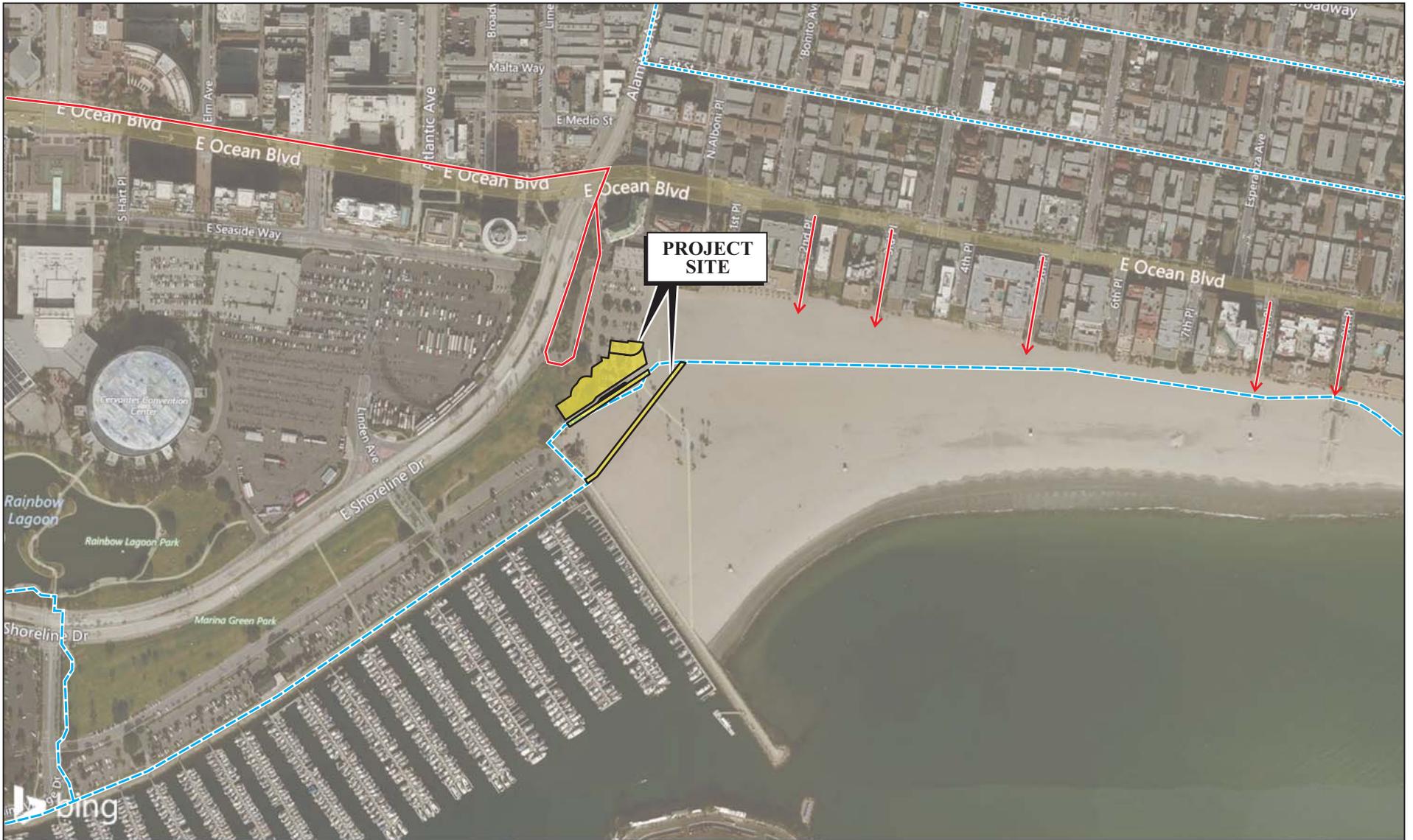


FIGURE 2.3

LSA



0 250 500
FEET

SOURCE: Bing Maps

LEGEND

- Pedestrian Path
- - - Bike Path
- - - - - Bike Network

Alamos Beach Concession Stand
Existing Project Site

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Photo 1 - Concession Stand



Photo 2 - Parking Lot/Hardscape Plaza



Photo 3 - View South from Marina Green



Photo 4 - View South from Beach Access Road

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FIGURE 2.4a

*Alamitos Beach Concession Stand
Existing Site Conditions*

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Photo 5 - View East from Bicycle/Pedestrian Path



Photo 6 - View West from Bicycle/Pedestrian Path



Photo 7 - View South from Bicycle/Pedestrian Path



Photo 8 - Shoreline Marina

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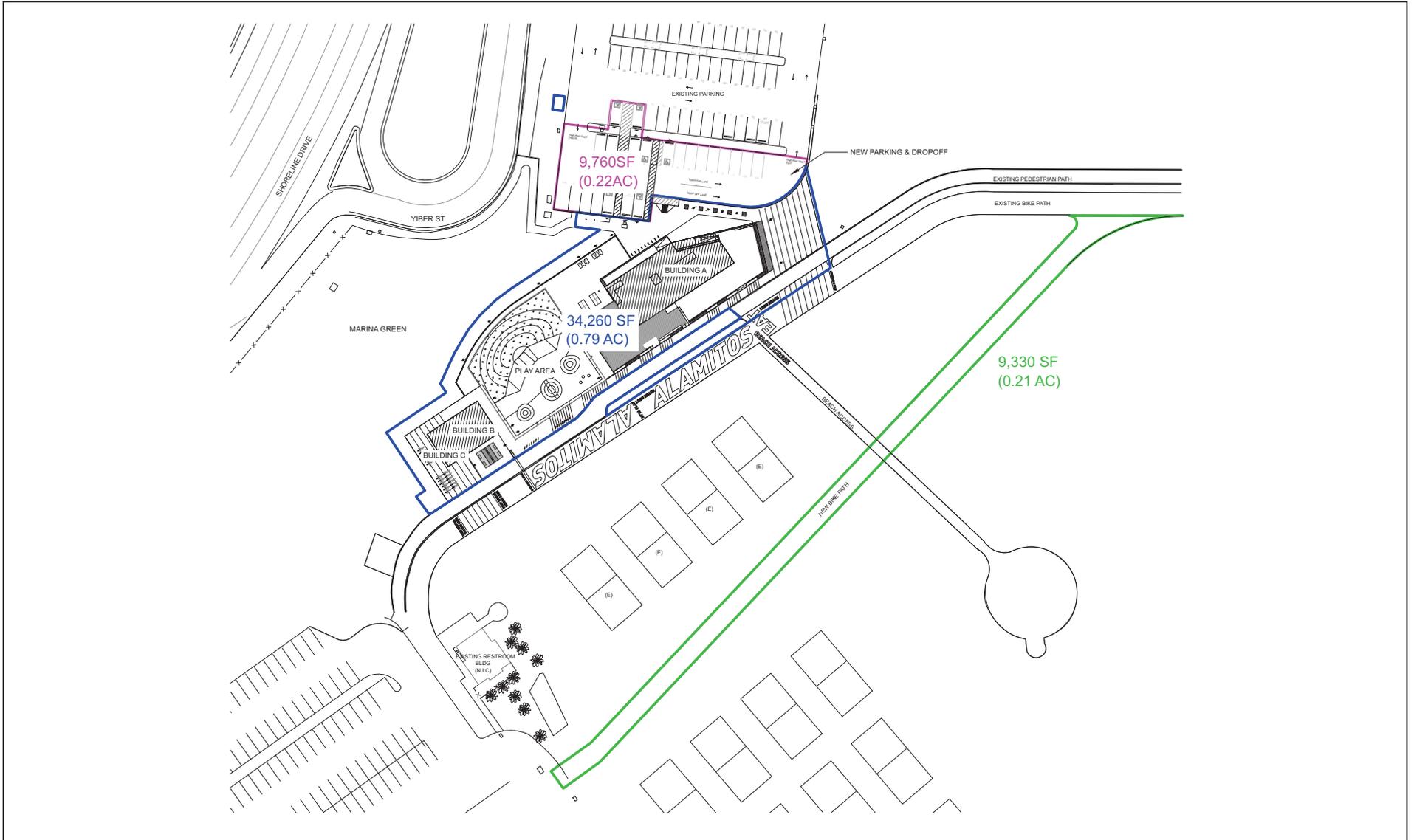


FIGURE 2.5

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LEGEND

- Parking Lot Improvements
- Concession Stand & Play Area Improvements
- Bike Path Lane Addition



SOURCE: City of Long Beach

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Alamos Beach Concession Stand
Conceptual Site Plan

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Aerial View

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FIGURE 2.6a

*Alamos Beach Concession Stand
Conceptual Renderings*

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Perspective - Cafe Promenade



Perspective - Cafe Roof Deck

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FIGURE 2.6b

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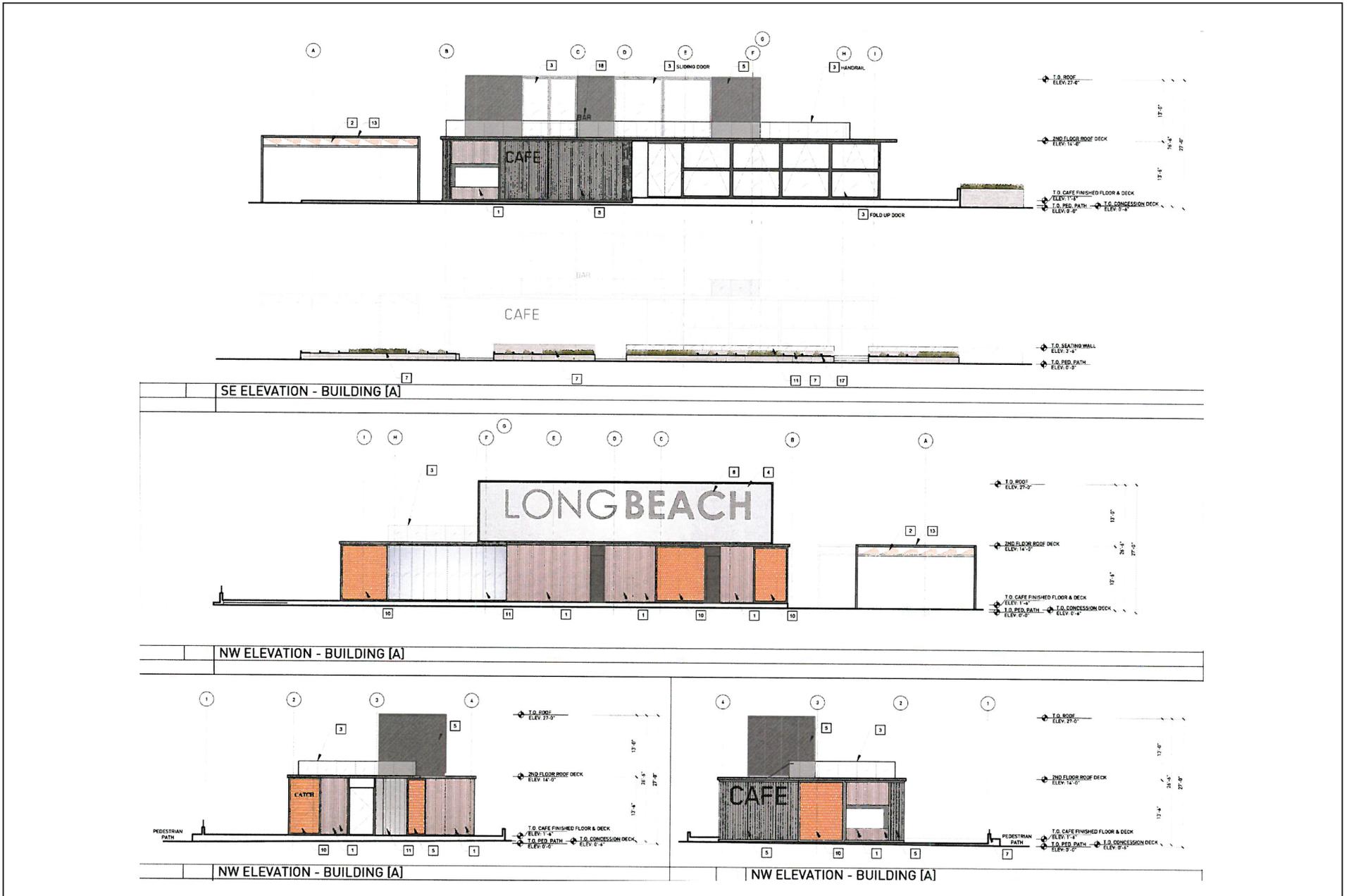


Perspective - Plaza View

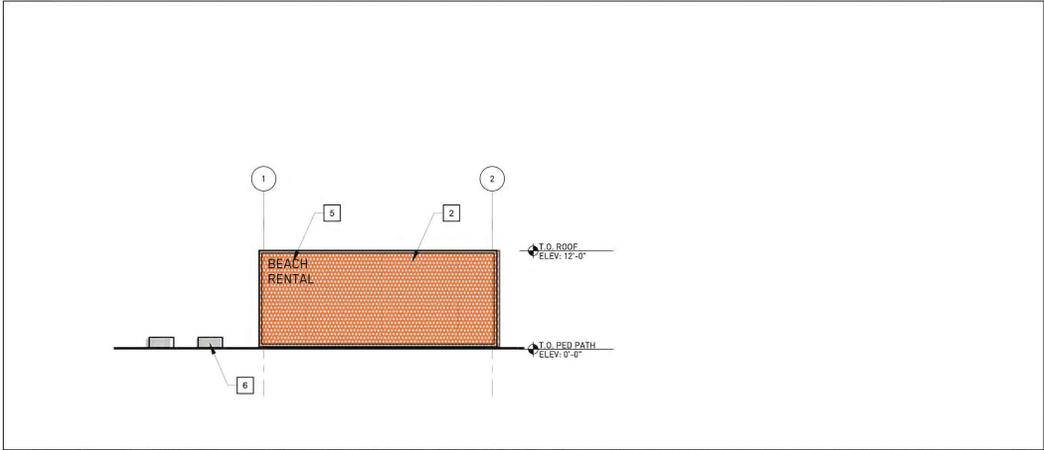


Perspective - Concession Deck

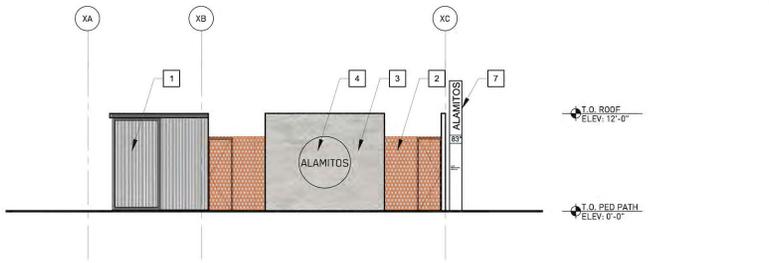
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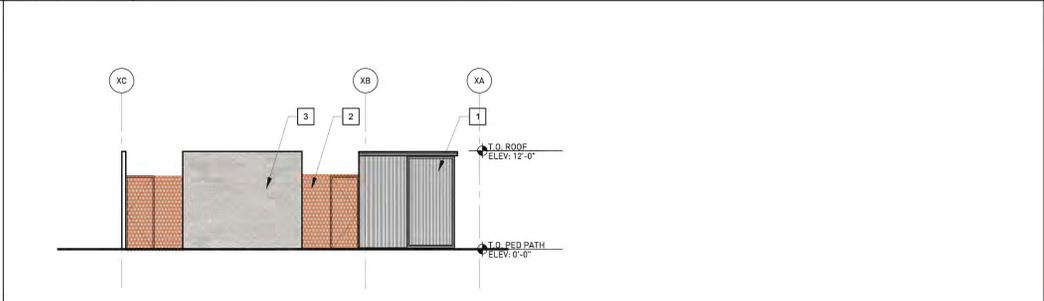
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D10	A2.10	SW ELEVATION - BUILDING [B] & [C]
SCALE: 1/8"=1'-0"		Ref: A1.12 -



		SW ELEVATION - BUILDING [B] & [C]
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A10	A2.10	NW ELEVATION - BUILDING [B] & [C]
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Table 2.A: Proposed Project Components

Building	Stories	Height (ft)	Square Footage
Existing Building			
Building A (Concession Stand)	1	14	2,234
<i>Total SF</i>			<i>2,234</i>
Proposed Buildings			
Building A (Concession Stand)	2	27	3,380 1st Floor + 935 2nd Floor = 4,315
Building B (Restroom/Storage)	1	12	817
Building C (Recreational Equipment Rental)	1	12	430
<i>Total SF</i>			<i>5,562</i>
Net New SF			3,328

Note: Square footage for Proposed Building A does not include unenclosed open space for the following areas: Floor 1 Café Dining Deck (1,965 sf); Floor 1 Concession Dining Deck (1,907 sf); and Floor 2 Roof Dining Deck (1,463 sf).

ft = foot/feet
 sf = square feet

The rooftop deck would include mechanical equipment that would be visually screened and an enclosed space for a data room, and a service bar. The service bar would feature a cooler, sinks, multiple taps, and storage space. Due to the proposed sale of alcoholic beverages, the service bar would require a Conditional Use Permit (CUP). In addition, table service to be provided to bar patrons would require a CUP Exemption (CUPEX).

The proposed concession stand/café building would be a low rectilinear building that would incorporate architectural features reminiscent of shipping container structures. The building would include metal panels that would slide open, revealing the building’s interior spaces and interior cedar siding. The southeastern side of the building would feature tall glass doors connecting ground-floor interior seating with exterior uses on the ground-level deck, which itself would be above the existing pedestrian path in front of the café and 18 inches above the existing pedestrian path in front of the restaurant. The roof deck would feature acid-etched glass guardrails designed to be visible and safe for birds in flight. The project would also have sliding doors on the southwestern end of the site to provide access to a games counter that would house board games and amenities for games in the grassy area east of the site, available for checkout by the public.

Building B. Building B would be 817 sf and would be 12 ft in height. Plans for the building include restroom and storage facilities to serve patrons of the project and visitors to the beach. It would likely be locked for security purposes during the evening hours.

Building C. Building C would be 430 sf and would be 12 ft in height. This building would include recreational equipment for rent by visitors to the beach and park. The project also includes the installation of pedestrian furniture and a rinse station directly east of Buildings B and C.

2.4.1.2 Building Design

Building materials consisting of profiled metal panels (similar to shipping containers) would make up the building exterior. As the panels slide open, they would reveal a softer inner material (e.g., cedar siding) to give the building a softer appearance. Refer to Figures 2.7a and 2.7b for the elevations of Buildings A through C.

2.4.1.3 Open Space and Recreation

In addition to Buildings A through C, the project also features the installation of a play space and recreational area on the southern portion of the site. The proposed play space would include concrete seating with integrated skateboard guards, a grassy mound, a scramble wall with recycled poly-lumber cladding, a slide, and a small pedestrian pathway. The outdoor recreational area would also include outdoor games, including a cornhole station and ping pong tables. An outdoor shade structure would be installed within this area to provide relief to visitors from weather conditions.

2.4.1.4 Landscaping

Landscaping included as part of the project would primarily consist of palms near the site entrance and on the eastern portion of the site, drought-tolerant plants along the eastern perimeter of the site, and grassy areas in the open space area proposed between Building A and Buildings B and C. All landscaping included as part of the project would be irrigated via an automatic drip irrigation system to be installed with a programmable weather-smart controller and would be drought-tolerant to achieve maximum water efficiency. Existing grassy areas north of Buildings A, B, and C would be preserved as open space.

2.4.1.5 Parking

Based on the City of Long Beach parking requirements (10 spaces per 1,000 sf of indoor dining area and 5 spaces per 1,000 sf of outdoor dining area), the proposed project would be required to provide a total of 40 parking spaces. The proposed project would improve and expand the existing on-site parking lot (which includes 146 spaces) to 155 on-site parking spaces (replacement of 3 parking space and 6 new parking spaces) and would include a new drop off area. The proposed project would also relocate the existing EV station closer to the drop-off area of the site parking lot, and regrade existing ADA parking stalls. Improvements included as part of the project are limited to the southern portion of the site, as illustrated in Figure 2.5, Conceptual Site Plan.

In addition to vehicular parking, the proposed project would incorporate 25 bicycle spaces on the northeastern and southeastern portions of the site.

2.4.1.6 Lighting

The proposed project would include on-site lighting consisting of pedestrian scaled lighting (approximately 12 to 16 inches in height); down lights, step lights, and linear perimeter light on the buildings and site furniture; and backlit walls on the buildings. Lighting will be hooded, shielded, or cut-off to focus the light downward and prevent light spillage onto adjacent properties.

2.4.1.7 Sustainability Features

The proposed project would be consistent with California's Title 24 energy code and the California Green Buildings Standards codes. As such, the proposed project would incorporate the following sustainability features:

- Low-flow toilets
- Low-flow showerheads
- Low-flow kitchen faucets
- Tankless water heaters
- Light-emitting diode (LED) recessed can lighting
- LED exterior coach lighting
- LED surface mount fixtures
- LED pendant lighting
- Preplumbing/prewiring the restaurant for a condensing water heater (to be installed at a future date)
- Relocation of an EV station

2.5 GENERAL PLAN AND ZONING

2.5.1 General Plan

The project site is designated as Land Use District (LUD) No. 11, Open Space and Park District, on the City's General Plan Land Use Map. Although parks and open space uses are the primary allowable uses within LUD No. 11, commercial and commercial recreation uses are also allowed as long as they are intended to preserve natural areas, promote the mental and physical health of the community, and improve the park patron's overall experience. The proposed project meets these General Plan intentions as the project would serve visitors and patrons' of the surrounding park and beach areas.

The City is currently in the process of updating its General Plan Land Use Element. As part of this process, the City would replace traditional land use designations in the City with PlaceTypes, which will provide a more flexible planning approach. The City would allow for mixed land uses within most of the proposed PlaceTypes in an effort to encourage agglomerate uses, promote walkability, and reduce sprawl and vehicle miles traveled (VMTs). According to the Draft Land Use Element, the project site would be located within the Waterfront PlaceType, which allows for marine-related commercial uses, a shipyard, yacht and sailing clubs, boat rentals, restaurants, public beaches, and infrastructure that serves small craft boats. The proposed project would implement the redevelopment of the project site with an improved concession stand facility, additional facilities for the public to rent recreational equipment, and public restrooms. Therefore, the project would be consistent with allowable uses under the proposed Waterfront PlaceType.

2.5.2 Zoning

The proposed site is currently zoned Park (P) on the City's Zoning Map. According to Chapter 21.35, Park District, of the City's Municipal Code, restaurants,¹ restaurant concessions, and rental uses for recreational equipment are permitted accessory uses in the Park District. The following zoning regulations are applicable to new development within the Park District: (1) a maximum building height of 30 ft, (2) the provision of adequate trash receptacles to accommodate refuse generated on the project site, (3) the installation of freestanding monument signs displaying the park's name, (4) the screening of maintenance and mechanical equipment from public view, and (5) a cohesive building design such that the buildings are cohesive with the surrounding environment.

As described further in Section 4.10, Land Use and Planning, the proposed project would be consistent with all applicable zoning regulations and permitted uses (including the proposed concession stand/café, rental equipment facility, and an outdoor play area) established for the Park District. Therefore, the proposed project would not require or necessitate a Zone Change, a Zoning Variance, or a General Plan Amendment.

2.6 COASTAL ZONE

The project site is situated in the California Coastal Zone, and as such, is regulated by the provisions of the California Coastal Act (CCA). As illustrated by Figure 2.8, Coastal Zone, the northern portion of the project site is located in the Appealable Area of the Coastal Zone and the southern portion of the site is located in an area under the State's permit jurisdiction. As such, the project approval would require issuance of a Coastal Development Permit (CDP) from the California Coastal Commission.

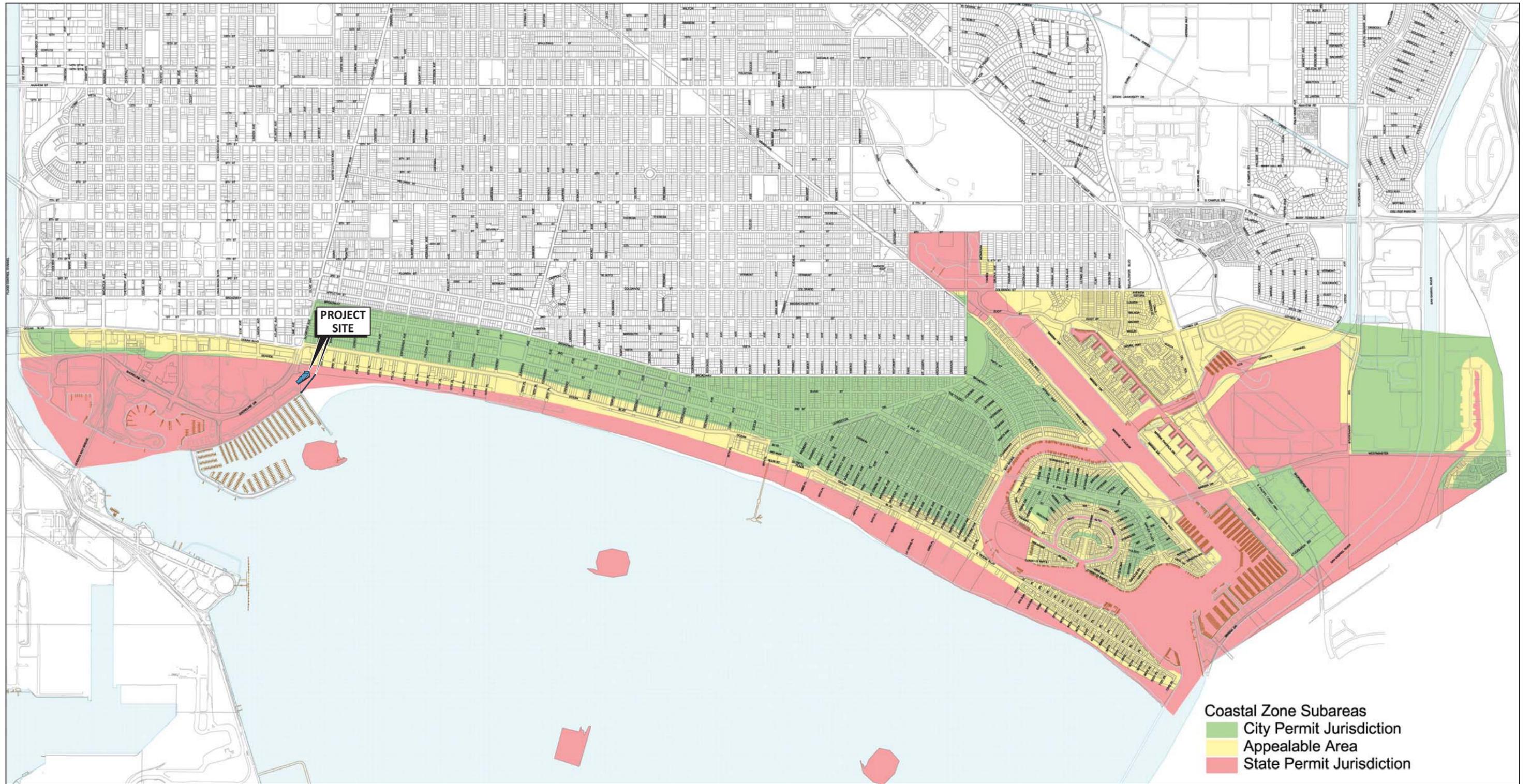
2.6.1 Infrastructure Improvements

2.6.1.1 On-site and Off-site Infrastructure

The project site contains existing sewer, electrical, and telephone services in support of the existing concession stand building. Services will need to be extended to the point of connections at the new building. While services for water and gas are not currently provided to the existing concession building, services will be pulled from existing water and gas mains located in the parking lot southwest of the project site (adjacent to the existing restroom facilities). With food services being proposed, a grease interceptor may be required prior to waste entering the sanitary sewer system.

Best Management Practices (BMPs) are included in the project to treat and infiltrate stormwater runoff. Depressed landscape areas (vegetated swales) for natural infiltration of stormwater are proposed along the perimeter of the project site in the vicinity of the proposed play area, restroom, and storage building. The vegetated swale would convey flows in a southwesterly direction to an infiltration basin located by the sidewalk, west of the proposed buildings. In addition, depressed sand infiltration basins would be located in the median of the parking lot. Building downspouts would also be provided to drain stormwater to sand areas for infiltration. In addition, the existing

¹ Restaurants are conditionally permitted uses in the Park District.



Coastal Zone Subareas
 City Permit Jurisdiction
 Appealable Area
 State Permit Jurisdiction

LSA

FIGURE 2.8



0 1000 2000
 FEET

SOURCE: City of Long Beach

I:\CLB1702\G\Coastal Zone.cdr (9/6/2017)

Alamitos Beach Concession Stand

Coastal Zone

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sand areas on both sides of the existing bicycle path and within the parking lot will be used for natural infiltration of stormwater runoff.

2.7 IMPLEMENTATION/PHASING

Project construction would begin with removal of the existing buildings and hardscape plaza. Thereafter, project site preparation, grading, site utility installation, construction, and paving would occur. The construction trips that would be generated on a daily basis throughout each phase of construction would be based on construction workers and delivery of construction materials. Based on preliminary construction operation estimates and preliminary grading plans, a balanced site of 1,500 cubic yards of cut and 1,500 cubic yards of fill is anticipated.

Project construction is anticipated to take approximately 14 months and is expected to begin in July 2018. All construction equipment, including construction worker vehicles, would be staged on the project site for the duration of the construction period. In addition, the proposed project construction schedule would comply with Long Beach Municipal Code, Section 8.80, which limits construction activities to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. on Saturdays.

2.8 DISCRETIONARY ACTIONS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed project.

Development of the proposed project would require preparation of this IS/MND, adoption of the IS/MND, Site Plan Review approval, a Conditional Use Permit (Food and Beverage Concession), and a Coastal Development Permit (CDP). See Table 2.B, Discretionary Permits and Approvals, below, for a list of discretionary and permit approvals required for project implementation.

Table 2.B: Discretionary Permits and Approvals

Action	Agency
Adoption of the Initial Study/Mitigated Negative Declaration	City of Long Beach Planning Commission
Site Plan Review and Approval	City of Long Beach Planning Commission
Conditional Use Permit (Food and Beverage Concession)	City of Long Beach Planning Commission
Issuance of a Coastal Development Permit	California Coastal Commission
Notice of Intent (NOI) to comply with the National Pollution Discharge Elimination System (NPDES) General Permit/Storm Water Pollution Prevention Program (SWPPP)	State Water Resources Control Board

2.9 OTHER MINISTERIAL CITY ACTIONS

The City of Long Beach or other appropriate agencies would issue ministerial permits/approvals to allow site preparation, curb cuts (if necessary), connections to the utility infrastructure, and other project features subject to ministerial permits.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION. On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
2. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
4. 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.
5. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Project Planner

9/18/17
Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

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

8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

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

Less than Significant Impact. A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City of Long Beach General Plan Scenic Routes Element (1975) identifies scenic routes in the City in an effort to preserve views of scenic vistas in the City. Scenic vistas afforded to the City include views of the Pacific Ocean and the Port of Long Beach to the south, distant views of the San Gabriel and San Bernardino Mountains to the north, and distant views of the Santa Ana Mountains to the east. Locally designated scenic routes near the project site include Ocean Boulevard to the north and East Shoreline Drive/Alamitos Avenue to the west.

The City’s Draft General Plan Urban Design Element (February 2017), when adopted, would replace the currently adopted Scenic Routes Element, identifies existing scenic vistas in the City. Examples of these scenic vistas include the following: views along Alamitos Avenue south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains. Although the Draft Urban Design Element identifies several examples of existing scenic vistas in the City, these scenic vistas are not officially designated by the City nor has the Draft Urban Design Element been officially adopted by the City.

The project site is adjacent to the Pacific Ocean at the western end of the Alamitos Beach area. Views of the project site from the surrounding areas currently consist of the existing concession stand, outdoor amenities, and parking. Scenic vistas visible from the project site include views of the Pacific Ocean and the Port of Long Beach.

The proposed project includes the redevelopment of the existing concession stand building on the project site. The tallest building height (Building A) will increase from one to two stories in height and would be 27 feet (ft) at its zenith. The number of buildings at the project site will also increase from one to three; however, these two additional buildings would be one-story in height, which would be considerably lower in height than existing development along Ocean Boulevard and in the Downtown area north of the site. As illustrated on Figure 4.1.1., Existing and Proposed Project Conditions in Relation to the Surrounding Area, new development proposed as part of the project would not be of a sufficient height such that it would potentially obstruct existing views of the Pacific Ocean and the Port of Long Beach from the project site. The proposed development would also be setback on the beach and lower in height and elevation than adjacent development to the north along Ocean Boulevard. Therefore, the height, location, and building configuration on the project site would result in less than significant impacts with respect to the obstruction of scenic views of the Pacific Ocean.

In addition, the development of the project site would improve the existing site by replacing the concession stand building, which is in need of repair and maintenance (refer to Figures 2.4a through 2.4d, Existing Site Conditions, in Chapter 2.0, Project Description) with a new concession stand building and associated facilities to be developed in a modern architecture design (refer to Figures 2.6.a through 2.6.d, Conceptual Renderings, in Chapter 2.0, Project Description). Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista, and no mitigation is required.

(b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in the Streets and Highway Code, Sections 260-263. Scenic Highways are classified as either Officially Listed or Eligible. There are no State-designated scenic routes in the City. However, State Route 1 (SR-1) (i.e., Pacific Coast Highway [PCH]), which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway.¹ It should also be noted that the City's Draft General Plan Urban Design Element (2017b) (which is intended to eventually replace the existing Scenic Routes Element) and the City's existing Scenic Routes Element (1975b) identify Ocean Boulevard as a scenic route. Although the City's General Plan Scenic Routes Element and proposed Urban Design Element designate Ocean Boulevard as a scenic roadway within the project vicinity for which view protection should be considered, there are no State-designated scenic highways in the City. As discussed further under Response 4.1(a),

¹ California Department of Transportation, Scenic Highways. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm (accessed March 19, 2015).



Existing Condition, Northwest View



Existing Condition, South View



Project Rendering, South View

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development proposed as part of the project would not be of a substantial height and or density such that it would potentially damage views of scenic resources along Ocean Boulevard (which itself is located at a higher elevation than the project site), nor would the project develop the site with new uses not currently present on the project site. Therefore, implementation of the proposed project would not impact scenic resources within a State scenic highway.

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

Less than Significant with Mitigation Incorporated.

Visual Character and Quality of the Site. The project site is located within a developed area of Alamitos Beach within the City of Long Beach. In its existing condition, the project site consists of the Alamitos Beach concession stand, a portion of a bicycle trail directly south of the concession stand, and a portion of the existing parking lot serving the existing concession stand. In its current state, the concession stand building is deteriorating and lacks notable architectural features and a prominent design (refer to Figure 4.1.2, Photographs of Existing Concession Stand). Existing landscaping consists of scattered trees and ornamental vegetation throughout the parking lot and around the concession stand.

Vehicular access to the project site is provided off of Beach Access Road, and pedestrian access to the site is provided via existing sidewalks north and east of the site. Pedestrians and bicyclists are also able to access the site via an existing pedestrian/bicycle pathway traversing the southern portion of the site along the beach.

Scenic views of the Pacific Ocean, Queensway Bay, and the Port of Long Beach are visible from most areas on the project site. Refer to Figures 2.4a and 2.4b for photos of the existing site conditions and views from the project site.

According to the *Biological Resources Assessment for the Alamitos Concession Stand Project* (LSA, July 2017; provided in Appendix B), existing vegetation on the project site is minimal and is generally limited to ornamental landscaping. The majority of this vegetation is nonnative, and includes ornamental trees and Mexican fan palms, (*Washingtonia robusta*). Please refer to Section 4.4, Biological Resources, for further discussion regarding on-site vegetation.

Construction. Construction of the proposed project would involve demolition and on-site grading activities that would potentially be visible to travelers along East Shoreline Drive and visitors to Alamitos Beach. Construction activities would be short-term and all construction vehicles would be staged on, or immediately adjacent to the project site, throughout the duration of the construction period. Temporary construction fencing would be placed along the perimeter of the site to screen construction activities on the street level and from beach users in the project area. It is recognized that construction fencing could serve as a potential target for graffiti if not appropriately monitored. Mitigation Measure AES-1 would require that temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period. Mitigation requiring the maintenance of the project site fencing would ensure that impacts associated with unwanted debris and graffiti would be less than significant.

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Northeast view.



Southeast view.



Southwest view.



Roof.

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Furthermore, visual impacts during construction would be temporary in nature and would cease upon project completion. Therefore, construction impacts related to the degradation of the existing visual character of the project site would be less than significant with implementation of Mitigation Measure AES-1.

Mitigation Measure:

AES-1 **Maintenance of Construction Barriers.** Prior to issuance of any construction permits, the City of Long Beach (City) Development Services Director, or designee, shall verify that construction plans include the following note: During construction, the Construction Contractor shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner. In the event that unauthorized materials or markings are discovered on any temporary construction barrier or temporary pedestrian walkway, the Construction Contractor shall remove such items within 48 hours.

Operation. The proposed project would redevelop the project site with a new two-story concession stand, a restroom building, a recreational equipment rental building, a play area, and parking lot improvements that would be similar to the existing character of the site. The proposed project would improve the overall visual quality and character of the site by modernizing the new concession stand building with architectural features that would mimic the aesthetics of a shipping container structure. The concession stand would also feature sliding doors and metal panels, allowing the building to open and activate the surrounding space. Additionally, existing landscaping would be upgraded to include new drought-tolerant plants along the eastern perimeter of the site, as well as grassy areas in the proposed open space area. Therefore, the proposed project would result in less than significant impacts related to the degradation of the existing visual character of the site, and no mitigation is required.

Visual Character and Quality of the Surrounding Area. The project site is located in a developed area of Alamitos Beach. The surrounding area is characterized by residential, commercial, office, and mixed-uses associated with the City's Downtown area to the north; sandy beach associated with Alamitos Beach to the east; the Pacific Ocean and Marina Green Park to the south; and East Shoreline Drive and civic uses to the west. The project site is bound on the north by an existing surface parking lot, on the east by Alamitos Beach, on the south by the Marina Green Park, and on the west by East Shoreline Drive.

Alamitos Beach is located in the neighborhood identified as "Bixby Park and Ocean Boulevard" in the City's existing General Plan Land Use Element (LUE) (adopted 1989; revised in 1997). According to the LUE, the Bixby Park neighborhood is characterized primarily by multifamily and single-family residential uses, including the landmark Villa Riviera, and commercial businesses. The City's General Plan LUE also identifies the area along Ocean Boulevard (which includes the project site) as an area targeted for high-density development.

Implementation of the proposed project would improve and restore the existing trail on the project site to ensure the trail continues in a contiguous fashion. The proposed project improvements would be consistent with the visual character of the site in the context of the surrounding area. As such, the proposed project would not fundamentally alter the surrounding land use character. Therefore, the proposed project would not degrade the character or quality of the project area, nor would the proposed project contribute to an overall degradation of the visual character or quality of the surrounding area. Project impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute to ambient nighttime lighting conditions.

Spill light occurs when lighting standards, such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. The spillover of light onto adjacent properties has the potential to interfere with certain activities, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. Light-sensitive uses include residential, some commercial and institutional uses, and, in some situations, natural areas. Changes in nighttime lighting may become significant if a proposed project substantially increases ambient lighting conditions beyond its property line and project lighting routinely spills over into adjacent light-sensitive land use areas.

Reflective light (glare) is caused by sunlight or artificial light reflecting from finished surfaces (e.g., window glass) or other reflective materials. Glass and other materials can have many different reflectance characteristics. Buildings constructed of highly reflective material from which the sun reflects at a low angle commonly cause adverse glare. Reflective light is common in urban areas. Glare generally does not result in the illumination of off-site locations but results in a visible source of light viewable from a distance.

Construction. Construction activities would primarily occur during the daylight hours and within the City's approved construction hours.¹ Any construction-related illumination would be used for safety and security purposes (in compliance with Long Beach Municipal Code light intensity requirements) and would occur only for the duration required for the temporary construction processes. With adherence to Long Beach Municipal Code regulations, construction lighting would not substantially impact sensitive uses, substantially alter the character of off-site areas surrounding the site, or interfere with the performance of an off-site activity. Therefore,

¹ City of Long Beach Municipal Code, Section 8.80. Approved construction hours: 7:00 a.m. to 7:00 p.m. Monday through Friday and from 9:00 a.m. to 6:00 p.m. on Saturdays.

construction of the proposed project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. Nighttime illumination impacts are evaluated in terms of the project's net change in ambient lighting conditions and proximity to light-sensitive land uses. Light-sensitive uses surrounding the project site include residential use to the north. Other sources of light present in the vicinity of the project site consist of street lighting and vehicular headlights on nearby roadways, building façade and interior lighting, and pole-mounted lighting within the surface parking lot to the north of the site.

The proposed project would result in the redevelopment of the existing concession stand on the project site. Although the existing concession stand and associated facilities on the project site currently generate nighttime lighting, lighting proposed as part of the project (i.e., parking lot lighting, low-level bollard lighting, and wall lighting) would consist of new sources of light that could generate additional light on the project site. New light sources included as part of the project will be hooded or shielded to focus the light downward and prevent light spillage onto adjacent properties, consistent with lighting requirements outlined in the City's Municipal Code. Moreover, the lighting levels generated as a result of the project will be relatively similar to current lighting conditions at the project site. Moreover, the proposed project would operate from sunrise to sunset, and would not require significant nighttime lighting.

The exterior building materials would not include a significant amount of highly reflective materials (e.g., windows or glass with mirror-like tints) and would, therefore, not create impacts related to glare. Although the project would feature glass materials and windows to maximize views of the Pacific Ocean, such materials would be used in quantities typical of development projects, and as such, would not result in adverse impacts associated with light and glare.

Overall, lighting provided as part of the proposed project would be consistent with the type and intensity of existing lighting on the project site and in the project vicinity. The final lighting for the proposed project would be subject to review and approval as part of the site plan review process. Therefore, project-related impacts with respect to light and glare would be less than significant, and no mitigation is required.

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4.2 AGRICULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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 [PRC] Section 12220(g)), timberland (as defined by PRC 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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

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

No Impact. The proposed project involves the redevelopment of a concession stand and related facilities, including a restroom and a recreational equipment rental building. The project site is in an urbanized coastal area, which has not been and is not currently used for agricultural uses, and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. As a result, the proposed project will not impact designated farmlands, and no mitigation is required.

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

No Impact. As stated previously, the proposed project involves the redevelopment of a currently developed property in an urbanized coastal area. The site is currently zoned as Park on the City's Zoning Map, and is not zoned for agricultural uses. Moreover, the site is not used for agricultural purposes nor are there Williamson Act contracts in effect for the site. As a result,

the proposed project will not conflict with existing zoning for agricultural uses or Williamson Act contracts, and no mitigation is required.

- (c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. As stated previously, the project site is zoned as Park on the City's Municipal Code. The proposed project involves the redevelopment of a currently developed property in an urbanized coastal area. The project site and the surrounding areas are not designated or zoned as forest land or timberland, or for timberland production. As a result, the proposed project would not result in impacts on timberland resources, and no mitigation is required.

- (d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. The project site is in a developed urban setting adjacent to the Pacific Ocean. There are no forest or timberland resources on or in the vicinity of the project site. Therefore, the proposed project would not result in impacts related to the loss of forest land or the conversion of forest land to nonforest uses, and no mitigation is required.

- (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 nonagricultural use?**

No Impact. The project site is currently developed as a concession stand, and there are no agricultural uses or designated farmlands on or in the vicinity of the project site. The proposed project would not result in the conversion of farmland on or off the project site to nonagricultural use because there are no agricultural uses on or in the immediate vicinity of the project site. As a result, the proposed project will not result in impacts related to the conversion of agricultural land to nonagricultural uses, and no mitigation is required.

4.3 AIR QUALITY

(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.)

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<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 nonattainment 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"/>

Discussion:

The following section is based on air quality modeling and analysis conducted by LSA (August 2017). The air quality modeling worksheets are provided in Appendix A.

Impact Analysis:

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

Less than Significant Impact. The project site is located within the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan (2016 AQMP)* in March 2017.

The main purpose of an Air Quality Management Plan (AQMP) is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. A nonattainment area is considered to have air quality worse than the National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). The Basin is in nonattainment for the federal and State standards for ozone (O₃), and particulate matter

less than 2.5 microns in diameter (PM_{2.5}). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in diameter (PM₁₀) standard, and attainment/maintenance for the federal PM₁₀, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards.

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards. Per the SCAQMD *CEQA Air Quality Handbook* (April 1993), there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would exceed the 2016 AQMP's assumptions for 2030 or yearly increments based on the year of project build out and phasing. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. Additionally, if feasible mitigation measures are implemented and are shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP.

The City's General Plan is consistent with the 2016 AQMP. Because the proposed project does not require a General Plan Amendment and is consistent with the intent of the General Plan's land use designation for the project site, the proposed project would not conflict with the 2016 AQMP. Furthermore, as discussed in Responses 4.3(b) through 4.3(e), the proposed project's emissions would be below emissions thresholds established in SCAQMD's *Air Quality Significance Threshold* (March 2015) and would not be expected to result in significant air quality impacts. Therefore, the proposed project would not conflict with the AQMP and would not conflict with or obstruct implementation of the AQMP. No mitigation is required.

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

Less than Significant Impact. The *State CEQA Guidelines* indicate that a significant impact would occur if the project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in SCAQMD's *CEQA Air Quality Handbook* (1993). The criteria include emission thresholds, compliance with State and national air quality standards, and conformity with the existing State Implementation Plan or consistency with the current AQMP. A summary of the specific criteria contained in SCAQMD's *Air Quality Significance Threshold* is presented in Table 4.3.A below, SCAQMD Significance Thresholds.

Projects in the Basin with emissions that exceed any of the mass daily emission thresholds above are considered significant by the SCAQMD.

Table 4.3.A: SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
ROCs	75 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
NO _x	100 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day

Source: SCAQMD *Air Quality Significance Thresholds* (March 2015).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROCs = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

Construction Emissions. Air quality impacts could occur during demolition and construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during site preparation, demolition, site paving and building construction include (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by vehicles and equipment traveling over exposed surfaces, and (3) sand disturbances from compacting and cement paving. The following summarizes construction emissions and associated impacts of the proposed project.

Construction of the proposed project would include the following tasks: demolition, site preparation, building construction, cement paving, and landscaping. The project phasing would generally start with the demolition of the existing building, construction of Building A (concession stand), and continue with the improvements/construction of Building B (Restroom/Storage) and Building C (Recreational Equipment Rental). It is anticipated that construction activities would take approximately up to 14 months to construct and renovate. Peak daily and annual emissions were analyzed using California Emission Estimator Model (CalEEMod Version 2016.3.1). Project-specific information provided by the City was used where available, including building details, construction schedule, materials and earthwork requirements. It is anticipated that the following equipment will be utilized: backhoe loader, excavator, bulldozer, air compressor, dump truck, concrete mixer trucks, and hydraulic concrete pumps. Default CalEEMod inputs were used for the remaining construction activities.

Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Rules 402 and 403. Compliance with these rules, including measures such as on-site watering at least two times daily, was accounted for in the project emission estimates.

Table 4.3.B, Peak Daily Construction Emissions (lbs/day), presents the peak daily construction emissions based on the CalEEMod emission estimates. This table shows that construction equipment/vehicle emissions during construction periods would not exceed any of the SCAQMD daily emissions thresholds. Therefore, the air quality impacts would be less than significant. No mitigation is required.

Table 4.3.B: Peak Daily Construction Emissions (lbs/day)

Peak Construction Emissions	ROG	NO _x	CO	SO ₂	PM ₁₀ (total)	PM _{2.5} (total)
Demolition	2.6	24.6	15.8	<0.1	1.6	1.4
Site Preparation	1.9	20.8	8.5	<0.1	3.7	2.2
Grading	1.5	17.1	7.2	<0.1	3.1	1.9
Building Construction	2.6	17.6	14.0	<0.1	1.1	1.0
Paving	1.0	9.7	9.6	<0.1	0.7	0.5
Architectural Coating	2.8	1.8	1.8	<0.1	0.1	0.1
Highest Peak Daily Emissions	2.6	24.6	15.8	<0.1	3.7	2.2
SCAQMD Construction Emissions Threshold	75.0	100.0	550.0	150.0	150.0	55.0
Exceed Significance?	No	No	No	No	No	No

Source: Compiled by LSA (August 2017).
 CO = carbon monoxide
 lbs/day = pounds per day
 NO_x = nitrogen oxide
 PM_{2.5} = particulate matter less than 2.5 microns in diameter
 PM₁₀ = particulate matter less than 10 microns in diameter
 ROG = reactive organic gases
 SCAQMD = South Coast Air Quality Management District
 SO₂ = sulfur dioxide

Operational Emissions. Long-term air emission impacts are associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that substantially increase emissions. Stationary-source emissions include emissions associated with electricity consumption and natural gas usage. Mobile-source emissions usually result from vehicle trips associated with a project.

The proposed project is a concession stand rebuild project intended to serve existing beach residents and patrons and would, therefore, not generate significant new daily trips to the project site. The project would include a new rooftop dining area that could serve to draw new visitors and, therefore, net daily trips to the project site are anticipated to increase by 216 trips per day. Table 4.3.C lists the anticipated peak daily operational emissions associated with the proposed project.

The small quantities of area source and energy emissions derived from off-site electricity production and water conveyance systems are shown for the complete proposed project without attempting to factor in reductions that would be associated with the existing café emissions. All lighting included as part of the project would be upgraded with light-emitting

Table 4.3.C: Peak Daily Operational Emissions (lbs/day)

Category	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.12	<0.01	<0.01	<0.01	<0.01	<0.01
Energy Sources	0.04	0.34	0.29	<0.01	0.03	0.03
Mobile Sources	0.27	0.36	2.95	<0.01	0.83	0.23
Total Project Emissions	0.42	0.71	3.24	<0.01	0.86	0.25
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: LSA Associates, Inc. (August 2017).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gases

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

diode (LED) lighting to reduce the project’s energy demand. On-site water system improvements would also be implemented. Table 4.3.C shows that the peak daily emissions from the complete project would not exceed any operational emissions thresholds established by SCAQMD. Therefore, the proposed project would not cause any operational air quality impacts, and no mitigation is required.

- (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)?**

Less than Significant Impact. The South Coast Air Basin is in nonattainment for the federal and State standards for O₃ and PM_{2.5}. In addition, the Basin is in nonattainment for the State PM₁₀ standard, and in attainment/maintenance for the federal PM₁₀, CO, and NO₂ standards. However, as discussed in Response 4.3(b) above, no exceedance of SCAQMD criteria pollutant emission thresholds would be anticipated for either construction or operation of the proposed project. The projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the Basin. No mitigation is required.

- (d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact. As described in Response 4.3(b), the proposed project would not significantly increase long-term emissions within the project area. Construction of the proposed project may expose sensitive receptors along the pedestrian and bicycle pathways and at Alamitos Beach to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the SCAQMD’s standard construction practices (Rules 402 and 403). Rule 402 requires

implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Some of the applicable dust suppression techniques from Rule 403 are summarized as follows:

- Water active sites at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- All trucks hauling demolished material, dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 ft of freeboard in accordance with the requirements of California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).

No mitigation would be required to reduce the project's construction emissions to below the SCAQMD's significance thresholds. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during construction, and potential short-term impacts are considered less than significant. No mitigation is required.

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

Less Than Significant Impact. SCAQMD's *CEQA Air Quality Handbook* (1993) identifies various secondary significance criteria related to odorous air contaminants. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. Pursuant to SCAQMD Rule 402, these sources shall include a quantitative assessment of potential odors and meteorological conditions. The Construction Contractor does not propose any such uses or activities that would result in potentially significant odor impacts. Some objectionable odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. However, these odors would be limited to the construction period and would disperse quickly; therefore, these odors would not be considered a significant impact.

Potential operational airborne odors could result from cooking activities associated with the concession stand. These odors would be similar to those already occurring at the existing concession stand and would be confined to the immediate vicinity of Building A. The other potential source of odors would be the trash receptacles at the buildings. However, the receptacles would have lids and would be emptied on a regular basis, before potentially substantial odors would have a chance to develop. Therefore, there would be no significant adverse air quality impact with respect to objectionable odors that could affect a substantial number of people. No significant impacts related to objectionable odors would result from the proposed project, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The following section is based on the *Biological Resources Assessment for the Alamitos Bay Concessions Stand Project* (Biological Resources Assessment) conducted by LSA Associates, Inc. (LSA) (July 31, 2017) (Appendix B).

Impact Analysis:

(a) Would the project 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 (CDFW) or United States Fish and Wildlife Service (USFWS)?

Less than Significant Impact. The project site is in an urbanized coastal area immediately adjacent to a beach and the Pacific Ocean. As part of the Biological Resources Assessment (July 2017) prepared for the project, a site-specific habitat survey and a literature search were conducted to determine the presence/absence of any candidate, sensitive, and/or special-status species on the project site. Results of the site survey and literature are described further below.

According to the Biological Resources Assessment, vegetation on the project site consists primarily of nonnative ruderal and ornamental landscaping ornamental trees and Mexican fan palms (*Washingtonia robusta*). Due to the disturbed nature of vegetation, soil, and sand on the site, and the site's geographical isolation from native habitat, it was determined that there is little potential for special-status plant species to occur on the project site.

Wildlife observed on the project site include nonnative rock pigeon (*Columba livia*), and native Western gull (*Larus occidentalis*), California gull (*Larus californicus*), and American crow (*Corvus brachyrhynchos*).

Special-status species identified through the California Department of Fish and Wildlife's (CDFW's) California Natural Diversity Database (CNDDDB) as having been observed within 3 miles of the proposed project site include Western tidal-flat tiger beetle (*Cicindela gabbii*), Western beach tiger beetle (*Cicindela latesignata latesignata*), Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), California least tern (*Sternula antillarum browni*), bank swallow (*Riparia riparia*), and big free-tailed bat (*Nyctinomops macrotis*). While the Western tidal-flat tiger beetle and Western beach tiger beetle could potentially occur in some of the adjacent open space habitat, they are not expected to occur within the project limits due to the high level of recreational use of the beach. Additionally, bird and bat species identified in the CNDDDB may be found foraging near the site; however, habitat is not suitable for nesting or maternity roosting.

Based on the findings from the site visit and the database search, it was determined that the proposed project would result in less than significant impacts to sensitive or special-status species, and no mitigation would be required.

(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, regulations or by the CDFW or USFWS?

No Impact. The project site is currently developed and located in an urbanized coastal area. Ornamental vegetation, including mature trees and shrubs, are scattered throughout the on-site parking lot and around the existing concession stand building. According to the National Wetlands Inventory managed by the United States Fish and Wildlife Service (USFWS), the

project site does not contain riparian habitat.¹ Additionally, the project site does not contain other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS. Therefore, implementation of the proposed project will likely have no impact on any riparian habitat or other sensitive natural community, and no mitigation is required.

- (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?**

Less than Significant Impact. As stated previously, the project site is in an urbanized coastal area that has already been developed. The project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Although the USFWS National Wetlands Inventory partially maps the site as an Estuarine and Marine Wetland, a review of aerial photographs as part of the literature review conducted for the Biological Resources Assessment found no evidence of tidal waters approaching the site. The water appears to be at least 500 ft from the site, and is, therefore, considered outside of the zone of tidal influence. Therefore, project implementation would result in less than significant impacts with respect to wetlands as defined by Section 404 of the Clean Water Act. No mitigation is required.

- (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?**

Less than Significant Impact with Mitigation Incorporated. The project site is a previously developed property adjacent to the Pacific Ocean in an urbanized coastal area. Within the vicinity of the project site, there are no large areas of natural habitat that would facilitate wildlife movement or serve as a wildlife corridor. However, because of the presence of several mature ornamental trees on the project site, implementation of the proposed project may interfere with native resident wildlife species potentially occurring on the site. Additionally, the Migratory Bird Treaty Act (MBTA) and Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list. The MBTA applies to the project site given the number and likelihood of nesting migratory birds in the coastal zone.

Project implementation would result in construction activities on the site that could result in impacts to nesting birds on the site (if present), and could also result in impacts associated with the relocation of existing trees from the current location in the hardscape plaza to the proposed play space area and to the northern end of Buildings B and C. The nesting season accepted by the California Coastal Commission (Coastal Commission) extends from January through September. Therefore, if project construction occurs between January and September, a

¹ United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Website: <https://www.fws.gov/wetlands/data/mapper.html> (accessed April 19, 2017).

qualified biologist shall conduct a nesting bird survey no more than 3 days prior to ground- and/or vegetation-disturbing activities to confirm the absence of nesting birds. As documented in Mitigation Measure Bio-1, avoidance of impacts can be accomplished through a variety of means, including establishing suitable buffers around any active nests. Therefore, the proposed project would result in less than significant impacts to migratory birds on the project site with implementation of Mitigation Measure BIO-1.

Mitigation Measure:

BIO-1

Migratory Bird Treaty Act. Tree and vegetation removal shall be restricted to outside the likely active nesting season (January 15 through September 1) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds' nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction is proposed between January 15 and September 1, a qualified biologist familiar with local avian species and the requirements of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code shall conduct a preconstruction survey for nesting birds no more than 3 days prior to construction. The survey shall include the entire area that will be disturbed. The results of the survey shall be recorded in a memorandum and submitted to the City of Long Beach (City) Parks, Recreation, and Marine Director, or designee, within 48 hours. If the survey is positive, and the nesting species are subject to the MBTA or the California Fish and Game Code, the memorandum shall be submitted to the California Department of Fish and Wildlife (CDFW) to determine appropriate action. If nesting birds are present, a qualified biologist shall be retained to monitor the site during initial vegetation clearing and grading, as well as during other activities that would have the potential to disrupt nesting behavior. The monitor shall be empowered by the City to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.

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

Less than Significant Impact. The City of Long Beach (City) Municipal Code (Ordinance C-7642) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. The City's Municipal Code requires that a municipal permit from the City of Long Beach Director of Public Works be obtained prior to the removal of trees on City-owned property. The City's Tree Maintenance Policy also requires a 1:1 replacement ratio and a payment of a fee that is equivalent to a City-approved 15-gallon tree.

Although the proposed project would include the provision of ornamental trees throughout the project site, there are no trees currently present on the project site that would be completely

removed as part of the project. The palm trees near the site entrance and on the eastern portion of the site may be relocated during construction. The project site is owned by the City. The project proposes to relocate some of the existing trees in the landscaped planter at the northern entrance to the site and existing palms near the eastern side of the site. The remainder of the on-site trees would remain in place throughout project implementation. Should the removal of any on-site trees be required to accommodate project implementation, the removal of those trees would be mitigated in compliance with the tree replacement requirements in the City's Municipal Code (as required by Compliance Measure BIO-1). Therefore, compliance with the City's tree removal requirements would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, the following compliance measure is a standard condition based on local regulations that serve to reduce impacts related to biological resources. This compliance measure is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to biological resources.

Compliance Measure:

BIO-1

Local Tree Removal Ordinances. Prior to the start of any demolition or construction activities, the City of Long Beach (City) Parks, Recreation, and Marine Director, or designee, shall obtain a tree removal permit from the City's Director of Public Works in the event any trees are required to be removed as part of the project. A City-approved Construction Plan shall be submitted with the permit to remove tree(s). The City-approved Plan shall show that the existing City (parkway) tree has a direct impact on the design and function of the proposed project. The City shall incur all removal costs, including site cleanup, make any necessary repair of hardscape damage, and replace the tree. The removed tree shall be replaced with an approved 15-gallon tree and payment of a fee that is equivalent to a City-approved 15-gallon tree.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

No Impact. There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City. Therefore, the project would not conflict with any plan related to the protection of biological resources. No mitigation is required.

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4.5 CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 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 Section 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 formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The following discussion and analysis presented in this section is based on the *Cultural Resources Technical Memorandum for the Alamitos Beach Concession Project, City of Long Beach, Los Angeles California* (Cultural Resources Memorandum) (LSA; July 31, 2017) and the *Paleontological Analysis of the Alamitos Beach Concession Stand Project, City of Long Beach, Los Angeles County, California* (Paleontological Analysis) (July 12, 2017; LSA) (both documents are provided in Appendix C).

Impact Analysis:

(a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. Potential historic resources in the City are evaluated under one or more of three established sets of criteria of significance, corresponding to federal, State, and local designation programs. To be eligible for inclusion in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register) or for listing as a landmark or landmark district of the City, a property must satisfy one or more of the appropriate registration criteria. In addition, the property must retain sufficient integrity to convey the reasons for its significance. According to the Los Angeles County Department of Regional Planning¹ and the City's General Plan Historic Preservation Element (2010), there are no historic landmarks and/or properties on the project site. As a result, the project will not cause a substantial change in the significance of a historical resource as defined in Section 15064.5, and no mitigation is required.

¹ Los Angeles County. Department of Regional Planning, Historic Resources of Los Angeles County. Website: <http://lacounty.maps.arcgis.com/apps/MapTour/index.html?appid=3fa4e6f92a9a42288a603c515a2c1163> (accessed April 25, 2017).

(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact. According to the Cultural Resources Memorandum prepared for the proposed project, the water line of the Pacific Ocean previously ran along the northern end of the current project site, and the southern end of the project site was situated where waves broke in the ocean. Construction of Shoreline Drive between 1963 and 1972, and construction of the jetty forming the eastern side of the marina between 1972 and 1980, in-filled the area where the project site is currently located. From 1980 to the present, natural sand accumulation slowly widened the beach to its current width, nearly 1,500 ft south of Ocean Boulevard.

According to the City's General Plan Seismic Safety Element (1988) and the Cultural Resources Memorandum prepared for the project, soils on the project site are predominantly man-made fill and sand. Because the project site was originally located along the beach at and below the water level and because substrate on the site is composed of sand that was bulldozed into place and sand that naturally accumulated due to the placement of jetties, it is unlikely that the project site contains cultural resources. Furthermore, soils on the project site have been disturbed previously from development of the existing concession stand building, and any unknown archaeological resources would have likely been unearthed at the time of previous activities on the project site. For these reasons, new ground-disturbing activities associated with project construction activities are unlikely to disturb any previously unknown archeological resources. Potential impacts to archaeological resources would be less than significant, and no mitigation is required.

(c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. As part of the Paleontological Analysis (July 12, 2017) prepared for the proposed project, LSA examined geologic maps of the project site and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project site and whether fossils have been recovered within the project site or from similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the Natural History Museum of Los Angeles County (LACM) in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project site.

Results of the literature review indicate that the project site is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast-trending structural block that extends from the Transverse Ranges in the north to the tip of Baja California in the south and includes the Los Angeles Basin.

Geologic mapping of the project area indicates that the project site contains Artificial Fill. The *Geotechnical Report for the Alamitos Beach Concession Buildings 780 East Shoreline Drive, Long Beach, California* (Geotechnical Report) (AESCO; May 30, 2017) prepared for the proposed project identified silts and silty sands, consistent with Artificial Fill on the project site. Artificial

Fill consists of sediments that have been removed from one location and transported to another location. The transportation distance can vary from a few feet to many miles, and composition is dependent on the source and purpose. While Artificial Fill may contain fossils, these fossils have been removed from their original location and thus are out of the stratigraphic context. As such, they are not considered important for scientific study, and accordingly, Artificial Fill has no paleontological sensitivity.

According to the locality search conducted by the LACM, there are no known fossil localities on the project site. The locality search also confirmed that the project site is underlain by Artificial Fill. The closest vertebrae locality (LACM 6896) is located northwest of the site at the intersection of Magnolia Avenue/West Ocean Boulevard. This locality produced specimens of fossil whale (*Cetaca*) at a depth of less than 100 ft below the surface. Along the beach to the east of the project site, between the shoreline and the Bluff Park parking lot, is locality LACM 7739, which, at a depth of 25 ft, produced a variety of fossil marine vertebrates (e.g., bony fish, sharks, and rays), as well as invertebrate fossils (e.g., snails, clams, tusk shells, barnacles, crabs, and sea urchins). Just to the west of this locality across from Bixby Park, south of East Ocean Boulevard, is vertebrate fossil locality LACM 1005. This locality produced fossils of mammoth (*Mammuthus columbi*) and ground sloth (*Nothrotheriops shastensis*) at a depth of about 60 ft.

Based on the fossil locality search conducted by the LACM, the shallowest depth at which fossils were recovered near the project site was 25 ft below the surface. Ground-disturbing activities for the project are expected to extend to approximately 5 ft. Therefore, potential impacts to paleontological resources would be less than significant based on the lack of paleontological sensitivity of the Artificial Fill and the anticipated shallow excavation depth. No mitigation is required.

(d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. There are no known human remains interred on the project site. It is unlikely that any human remains are buried on the project site given that the site is located in a sandy beach area consisting primarily of sand/Artificial Fill. While the potential to encounter human remains on the project site is low, buried and undiscovered human remains may be present below the ground surface. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during ground-disturbing activities, the proper authorities would be notified, and standard procedures for the respectful handling of the human remains activities would be adhered to in compliance with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98, which require that no further disturbance occur in the event of a discovery or recognition of any human remains on site and that the County Coroner be notified immediately. If the remains are determined to be of Native American descent, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD) and potentially inspect the site of the discovery. Upon completion of the assessment, consulting archaeologists would prepare a report documenting the methods and results regarding the treatment of the remains.

Therefore, compliance with Section 7050.5 of the Health and Safety Code and Section 5097.98 of the PRC (Compliance Measure CUL-1) would ensure that potential impacts related to unknown human remains would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, the following compliance measure is a standard condition based on state regulations that serve to reduce impacts related to the discovery of unknown human remains. This compliance measure is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to cultural resources.

Compliance Measure:

CUL-1

Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner shall be notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Long Beach shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the City of Long Beach Development Services Department, or designee, shall verify that all grading plans include notes specifying the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98.

4.6 GEOLOGY AND SOILS

Would the project:

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

Discussion:

The following discussion and analysis presented in this section is based on the *Geotechnical Report for the Alamitos Beach Concession Buildings 780 East Shoreline Drive, Long Beach, California* (Geotechnical Report) (AESCO; May 30, 2017) (provided in Appendix D).

Impact Analysis:

- (a)(i) **Would the project 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? Refer to Division of Mines and Geology Special Publication 42.**

Less than Significant Impact. The City, like the rest of Southern California, is located in a seismically active area. According to the City's General Plan Seismic Safety Element (1988), the most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast. According to the Geotechnical Report (May 2017), the nearest significant active fault to the project site is the Newport-Inglewood Fault, located approximately 1.5 mile from the site. However, the project site is not located within the boundaries of an active "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act, and there are no known active faults crossing the site.¹ Therefore, impacts related to the rupture of a known earthquake fault as depicted on the most recent Alquist-Priolo Earthquake Fault Zoning Map are anticipated to be less than significant, and no mitigation is required.

(a)(ii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Less than Significant Impact with Mitigation Incorporated. Although the project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, the region has previously experienced seismic activity associated with the Newport-Inglewood Fault system, which traverses the southern portion of City at a northwest to southeast angle. In the event a major earthquake was to occur, the result could range from moderate to severe ground shaking. As with most areas in the Southern California region, damage to development and infrastructure associated with the surrounding areas could be expected as a result of ground shaking.

Ground shaking generated by fault movement is considered a potentially significant impact that could affect the proposed project. Mitigation Measure GEO-1 requires the City to comply with the recommendations in the Geotechnical Report (May 2017), the most current California Building Code (CBC), and the City Building Code, which stipulates appropriate seismic design provisions that shall be implemented with project design and construction. With the implementation of Mitigation Measure GEO-1, potential project impacts related to seismic ground shaking would be reduced to a less than significant level.

Mitigation Measure:

GEO-1 Incorporation of and Compliance with the Recommendations in the Geotechnical Study. All grading operations and construction shall be conducted in conformance with the recommendations included in the *Geotechnical Report for the Alamitos Beach Concession Buildings, 780 East Shoreline Drive Long Beach, California* (May 30, 2017), prepared by AESCO. Recommendations found in the geotechnical document address topics including but not limited to:

- Earthwork, including site preparations, soil replacement, compaction standards, and fill placement;

¹ California Department of Conservation (DOC). CGS Information Warehouse: Regulatory Maps. Website: http://gwm.conservacion.ca.gov/SHP/EZRIM/Maps/LONG_BEACH_EZRIM.pdf (accessed April 24, 2017).

- Liquefaction;
- Foundations, including foundation design parameters, reinforced foundation systems, and the overexcavation of shallow soils;
- Seismic design parameters;
- Concrete flatwork, including slabs, pavement, walkways, and design of these features;
- Soil corrosion; and
- Utility trenches.

Additional site grading, foundation, and utility plans shall be reviewed by the project Geotechnical Consultant prior to construction to check for conformance with the recommendations of this report. The project Geotechnical Consultant shall be present during site grading and foundation construction to observe and document proper implementation of the geotechnical recommendations. The City shall require the project Geotechnical Consultant to conduct observations and field testing during the following construction activities:

- Excavation and backfill for footings and subgrade for slabs on grade;
- Placement of fill and backfill;
- Backfilling of utility trenches;
- Concrete placement of slabs, foundation, and pavement; and
- Installation of foundation and slab reinforcement.

Grading plan review shall also be conducted by the City of Long Beach Engineer, or designee, prior to the start of grading to verify that requirements developed during the preparation of Geotechnical Report (AESCO) have been appropriately incorporated into the project plans. Design, grading, and construction shall be performed in accordance with the requirements of the City Building Code and the California Building Code applicable at the time of grading, as well as the recommendations of the project Geotechnical Consultant as summarized in the final Geotechnical Report subject to review by the City Engineer, or designee, prior to the start of grading activities. The final Geotechnical Report shall present the results of observation and testing done during grading activities.

(a)(iii) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: seismic-related ground failure, including liquefaction?

Less than Significant Impact with Mitigation Incorporated. Liquefaction most commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these

conditions has the potential to result in a loss of shear strength and ground settlement, causing the soil to behave as a fluid for a short period of time.

According to the City's General Plan Seismic Safety Element (1988) and the California Department of Conservation (DOC) Regulatory Maps,¹ the project site is located within an area in which the liquefaction potential is considered significant. In addition, the liquefaction analysis prepared for the project as part of the Geotechnical Report (May 2017) determined that the potential for liquefaction on the site is moderate. Liquefaction can potentially cause foundation-bearing failure due to ground softening and near failure in bearing. Based on the depth of the groundwater, requirements for the removal of unsuitable soils (i.e., the upper 5 ft of soil), the potential for loss of bearing would be minimal. Therefore, with the inclusion of the recommendations and requirements outlined in Mitigation Measure GEO-1, potentially significant impacts related to liquefaction would be reduced to a less than significant level.

Lateral Spreading. The lateral displacement of surficial blocks of sediment can occur as a result of liquefaction in a subsurface layer. The most pervasive forms of lateral spreading typically involve sites located near a "free-face" (e.g., large slopes and channels); however, lateral spreading can occur on sites with gently sloping (1 percent or more) ground (e.g., the subject site). As detailed in the Geotechnical Report for the proposed project, the potential for lateral spreading is considered moderate. Therefore, the project would be required to comply with the recommendations outlined in the Geotechnical Report (Mitigation Measure GEO-1), which specify requirements for the removal of unsuitable soils and outline foundation requirements to reduce impacts related to lateral spreading to a less than significant level.

Dynamic Settlement, Dry Sand Settlement, and Differential Settlement. Settlement due to seismic shaking can occur as a result of both liquefaction of saturated sediments or rearrangement of dry sand particles. The analysis in the Geotechnical Report showed that the amount of seismically-induced settlement is estimated to be 5.48 inches and differential settlement is estimated to be between 2.74 and 3.62 inches. Mitigation Measure GEO-1 requires the overexcavation and recompaction of the upper 5 ft of on-site soils. The removal of unsuitable soil and specific design parameters would reduce impacts related to settlement to a less than significant level. Therefore, with the inclusion of Mitigation Measure GEO-1, potential impacts related to settlement would be less than significant.

Seismically Induced Landsliding. Due to a lack of slopes within or nearby the property, seismically induced landsliding is not anticipated to pose a danger to the site. No mitigation is required.

Mitigation Measures:

Refer to Mitigation Measure GEO-1, above.

¹ DOC. CGS Information Warehouse: Regulatory Maps. Website: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LONG_BEACH_EZRIM.pdf (accessed April 24, 2017).

(a)(iv) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

No Impact. Landslides are most common where slopes are steep, soils are weak, and groundwater is present. The project site is not located within a potential landslide hazard area as indicated on the DOC's Landslide Zone Map.¹ In addition, the project site is relatively flat, and there are no substantial hillsides or unstable slopes immediately adjacent to the site boundary. The proposed project would not require any significant grading activities, and no new slopes would be created as a result of project construction or implementation. Therefore, there is no potential for landslide hazards at the project site, and no mitigation is required.

(b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. During construction of the proposed project, soil would be exposed and there would be increased potential for soil erosion and siltation compared to existing conditions. During storm events, erosion and siltation could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as discussed in Section 4.9, Hydrology and Water Quality. As discussed in Compliance Measure WQ-1, the proposed project would comply with the Construction General Permit which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction best management practices (BMPs) to reduce impacts to water quality during construction, including impacts associated with soil erosion and siltation. With incorporation of construction BMPs as required by Compliance Measure WQ-1, impacts related to erosion during construction would be reduced to a less than significant level.

As discussed in further detail in Section 4.9, the proposed project would increase impervious surface area on the project site by approximately 0.43 acre, which would expand the volume of runoff during a storm. Due to the increased storm runoff, the project also has the potential to increase the potential for erosion. The proposed project would be required to comply with Compliance Measure WQ-3, which requires preparation of a Low Impact Development Plan (LID Plan) in accordance with the City's MS4 Permit and Chapter 18.74 of the City's Municipal Code. Preparation of a LID Plan would outline BMPs that would be implemented to reduce stormwater runoff and erosion. Therefore, with incorporation of Compliance Measures WQ-1 and WQ-3, impacts related to erosion and loss of topsoil would be reduced to a less than significant level.

Mitigation Measures:

The project would result in less than significant impacts with respect to substantial soil erosion and/or the loss of topsoil; however, the project would comply with Compliance Measures WQ-1 and WQ-3 outlined in Section 4.9, Hydrology and Water Quality, of this IS/MND.

¹ DOC. CGS Information Warehouse: Landslides. Website: <http://maps.conservation.ca.gov/cgs/informationwarehouse/> (accessed April 24, 2017).

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

Less than Significant Impact with Mitigation Incorporated. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Because the project site is in a relatively flat area, landslides or other forms of natural slope instability do not represent a significant hazard to the project or the surrounding area.

Structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support or vertical settlements (both total and differential) and/or undergo lateral spreading. Loss of bearing and ground settlement are due to potentially liquefiable soils on the project site; however, with the inclusion of Mitigation Measure GEO-1, potential impacts would be reduced to a less than significant level.

Subsidence is the sinking of the land surface due to oil, gas, and water production, which results in the loss of pore pressure as the weight of the overburden compacts the underlying sediments. Subsidence began to occur in the City in the 1940s due to activities related to petroleum production from the Wilmington Oil Field. As a result, water injection was recommended in 1958 to repressurize the oil field and the affected area. Therefore, the potential for subsidence on the project site is anticipated to be low. As a result, subsidence-related impacts are considered less than significant, and no mitigation is required.

Therefore, with implementation of Mitigation Measure GEO-1, potential impacts related to unstable soils or geologic units that would become unstable as a result of the project, resulting in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

Mitigation Measures:

Refer to Mitigation Measure GEO-1, above.

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

Less than Significant Impact with Mitigation Incorporated. Expansive soils are characterized by their ability to undergo substantial volume changes (shrink or swell) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. The City's General Plan Seismic Safety Element (1988) identifies four predominant soil profiles within the City, referred to as Profiles A through D. The project site is located in Profile A, which is predominantly comprised of man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin. Due to the unknown origin of on-site soils, on-site soils have the potential to be expansive. However, as required by Mitigation Measure GEO-1, the proposed project would be required to comply

with the CBC in effect at the time of project implementation, which would reduce potentially significant impacts associated with potentially expansive soils to a less than significant level.

(e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project will not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. The proposed project would connect to existing public wastewater infrastructure. Therefore, the project would not result in any impacts related to septic tanks or alternative wastewater disposal methods. No mitigation is required.

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4.7 GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The following section is based on greenhouse gas (GHG) modeling and analysis conducted by LSA (August 2017) and the *Alamitos Beach Concession Stand Project Sea Level Rise Assessment* (SLR Assessment) (Everest International Consultants Inc., July 2017). The air quality modeling worksheets are provided in Appendix A, and the SLR Assessment is provided in Appendix E.

Technical Background:

Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Global temperatures are modulated by naturally occurring components in the atmosphere (e.g., water vapor, carbon dioxide, methane, and nitrous dioxide) that capture heat radiated from the Earth’s surface, which in turn warms the atmosphere. This natural phenomenon is known as the “greenhouse effect.” That being acknowledged, excessive human-generated GHG¹ emissions can and are altering the global climate. The principal GHGs of concern contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is the largest naturally occurring GHG; however, it is not identified as an anthropogenic constituent of concern.

State CEQA Guidelines Section 15064.4 states:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the Lead Agency consistent with the provisions in section 15064. A Lead Agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A Lead Agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The Lead Agency has discretion to select the model it considers most appropriate provided it

supports its decision with substantial evidence. The Lead Agency should explain the limitations of the particular model or methodology selected for use; or

(2) Rely on a qualitative analysis or performance based standards.

(b) A Lead Agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the Lead Agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

State CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Revisions to Appendix G of the *State CEQA Guidelines* suggest that the project be evaluated for the following impacts:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

However, despite this, the CEQA statutes, the California Office of Planning and Research (OPR) guidelines, and the draft proposed changes to the *State CEQA Guidelines* do not currently prescribe specific quantitative thresholds of significance or a particular methodology for conducting an impact analysis related to GHG effects on the global climate. Rather, as with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

In the absence of any adopted threshold, the significance of the proposed project's GHG emissions is evaluated with *State CEQA Guidelines* Section 15064.4(b)(2) by considering whether the proposed project complies with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Based on guidance in the California Air Pollution Control Officers Association (CAPCOA) report *CEQA and Climate Change*, dated January 2008, the City is using a screening threshold of 900 metric tons of GHGs per year to determine when further GHG analysis is required for non-office commercial projects.

The City General Plan has also adopted a broad spectrum of policies related to climate change, as shown in the Air Quality Element. This element was adopted in 1996 and sets forth the goals, objectives, and policies that guide the City on the implementation of its air quality improvement programs and strategies. The following goals and policies are applicable to the proposed project.

Goal 7: Reduce emissions through reduced energy consumption.

Policy 7.1: Energy Conservation. Reduce energy conservation through conservation improvements and requirements.

Action 7.1.4: Encourage the incorporation of energy conservation features in the design of all new construction

Action 7.1.7: Support efforts to reduce GHG emissions that diminish the stratospheric ozone layer.

In addition to the City's General Plan Air Quality Element, the City adopted the Sustainable City Action Plan in February 2010. As discussed further in Response 4.7(b), this Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable City. The plan identifies a wide range of goals and implementation actions to conserve energy and water, reduce solid waste, address global warming, tailor urban design, protect natural habitats, improve patron choices, improve pedestrian and bicyclist options, and reduce risks to human health. Specific goals related to GHGs include increasing the use of renewable energy in the City, as well as reducing the City's overall electric load by 10 percent. Other goals include creating pedestrian-friendly neighborhoods.

Individual GHGs have varying global warming potentials and atmospheric lifetimes. Because it is not possible to tie specific GHG emissions to actual changes in climate, this evaluation focuses on the project's emission of GHGs. CO₂e is a consistent methodology for comparing GHG emissions because it normalizes various GHGs to the same metric. GHG emissions are typically measured in terms of metric tons of "CO₂ equivalents" (CO₂e). Therefore, for the purpose of this technical analysis, the concept of CO₂e is used to describe how much global climate change a given type and amount of GHG may cause, using the functionally equivalent amount or concentration of CO₂ as the reference. The GHG emissions estimates were calculated using CalEEMod Version 2016.3.1.

Impact Analysis:

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

Less than Significant Impact. Construction and operation of the proposed project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project's construction (as opposed to its operation).

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** GHGs would be emitted through the operation of construction equipment and from worker and supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).
- **Electricity and Water Use:** Minor electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Existing lights on the site would be replaced with LED lights. California's water conveyance system is energy-intensive. Approximately one-fifth of the electricity and one-third of the nonpower plant natural gas consumed in the State are associated with water delivery, treatment, and use.¹
- **Solid Waste Disposal:** Solid waste (e.g., green waste, trash from receptacles, and construction waste) generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 25 times more potent a GHG than CO₂. However, landfill methane (CH₄) can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.

Construction GHG Emissions. GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment and vehicle exhaust. The calculation presented below includes construction emissions in terms of CO₂ and annual CO₂e GHG emissions from increased energy consumption, water usage, and solid waste disposal.

GHG emissions generated by the proposed project would predominantly consist of CO₂. In comparison to criteria air pollutants such as O₃ and PM₁₀, CO₂ emissions persist in the atmosphere for a substantially longer period of time.

¹ California Air Resources Control Board (ARB). 2010. Economic Sectors Portal. Website: www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm (accessed May 2017).

Construction activities produce combustion emissions from various sources such as site preparation, demolition, building construction, cement paving, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Table 4.7.A, Project Construction Greenhouse Gas Emissions, presents the annual construction emissions based on the CalEEMod emission estimates. Results indicate that construction would generate approximately 226 metric tons of CO₂e per year. Per SCAQMD guidance, due to the long-term nature of the GHGs in the atmosphere, instead of determining significance of construction emissions alone, the total construction emissions are amortized over 30 years (an estimate of the life of the project) and included in the operations analysis. To amortize the emissions over the life of the project, SCAQMD recommends calculating the total GHG emissions for the construction activities, and dividing those totals by a 30-year project life. As such, construction emissions were amortized over a 30-year period.

Table 4.7.A: Project Construction Greenhouse Gas Emissions

Emissions	Pollutant Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Demolition	24	<0.01	<0.00	24
Site Preparation	1.7	<0.01	<0.00	1.7
Grading	2.8	<0.1	<0.00	2.8
Building Construction	188	0.04	<0.00	190
Paving	7.3	<0.01	<0.00	7.4
Architectural Coating	1.3	<0.01	<0.00	1.3
Total Project Emissions	225	0.05	0.00	226
Amortized Emissions	24	--	--	7.5

Source: Compiled by LSA (August 2017).

Note: Numbers in table may not appear to add up correctly due to rounding of numbers.

CH₄ = methane

MT/yr = metric tons per year

CO₂ = carbon dioxide

N₂O = nitrous oxide

CO₂e = carbon dioxide equivalent

Amortized over 30 years, the total construction emissions would generate approximately 7.5 metric tons of CO₂e per year.

Operational GHG Emissions. The concession stand is not expected to result in increased mobile source emissions from existing conditions as the proposed project is a primarily a concession stand rebuild project intended to serve existing beach residents and patrons; however, the project includes a new rooftop dining area that could attract new visitors. Table 4.7.B, Long-Term Operational Greenhouse Gas Emissions, lists the anticipated operational GHG emissions.

Table 4.7.B: Long-Term Operational Greenhouse Gas Emissions

Category	Pollutant Emissions (MT/yr)					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction emissions amortized over 30 years	0	8	8	<0.01	0	8
Operational Emissions						
Area Sources	0	0	0	0	0	0
Energy Sources	0	148	148	0	0	149
Mobile Sources	0	137	137	0	0	138
Waste Sources	13	0	13	1	0	32
Water Sources	1	7	8	0	0	10
Total Project Emissions	14	300	314	1	0	336
City Screening Threshold						900
Significant?						No

Source: LSA Associates, Inc. (August 2017).

Bio-CO₂ = biologically generated CO₂

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

MT/yr = metric tons per year

N₂O = nitrous oxide

NBio-CO₂ = non-biologically generated CO₂

The area, energy, waste, and water source emissions shown are for the complete proposed new café without attempting to factor in the existing café emissions. Operational emissions in terms of CO₂ (both biologically and nonbiologically generated), CH₄, N₂O, and annual CO₂e emissions from increased energy consumption, water usage, and solid waste disposal would be considered to have a less than significant impact. All lighting included as part of the project would be upgraded with light-emitting diode (LED) lighting to reduce the project’s energy demand. On-site water system improvements would also be implemented. Table 4.7.B shows that GHG emissions from the complete project including amortized construction emissions would be below the screening criteria of 900 metric tons. Therefore, no significant impacts related to operational GHG emissions would result from the proposed project, and no mitigation is required.

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

Less than Significant Impact. The Sustainable City Action Plan was adopted by the City in February 2010.¹ This Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable City. The plan identifies a wide range of goals and implementation actions to conserve energy and water, reduce solid waste, address global warming, tailor urban design, protect natural habitats, improve patron choices, improve pedestrian and bicyclist options, and reduce risks to human health. Specific goals related to GHG include increasing the use of renewable energy in Long Beach and reducing the City’s overall electric load by

¹ City of Long Beach. 2010. *City of Long Beach Sustainably City Action Plan*. February.

10 percent. Other goals include creating pedestrian-friendly neighborhoods. All pedestrian sidewalk and bicycle path lightings would be upgraded with LED lighting to reduce the project's energy demand. Low-flow water system would also be implemented. With the improvements to the concession stand, and the pedestrian and bicycle path, the proposed project would be consistent with the goals and initiatives of the Sustainable City Action Plan. Therefore, no significant impacts related to GHGs would result from the proposed project, and no mitigation is required.

Global Climate Change. The SLR Assessment prepared for the proposed project was conducted using the *California Coastal Commission Sea Level Rise Policy Guidance, Interpretive Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development Permits* (August 12, 2015). In accordance with this guidance document, SLR impacts were analyzed utilizing the Coastal Storm Modeling System (CoSMoS) for existing conditions (2016 was the closest year for which data were available) and the horizon years of 2030, 2050, and 2100. The 2016 year represents current conditions with no SLR. The years 2030, 2050, and 2100 illustrate SLR impacts with a 25-centimeter (cm), 75 cm, and 175 cm rise in sea level, respectively.

Overall, the results of the SLR analysis indicated that the project site would not be subjected to coastal hazards associated with tidal flooding now or in the future under all SLR projections (25 cm, 75 cm, and 175 cm) and through all timeframes (2016, 2030, 2050, and 2100). However, the relocated bicycle path included as part of the project is projected to be subjected to tidal flooding in the year 2100 with 175 cm of SLR. Similarly, the project site would not be subjected to coastal hazards associated with coastal (wave) storms now or in the future under all SLR projections, with the exception of the relocated bicycle path, which also is projected to be subject to coastal storm flooding in the year 2100 scenario.

In addition to the SLR and coastal storm analysis, coastal erosion impacts resulting from direct beach inundation and increased wave erosion associated with more frequent and intense wave action, were also analyzed for the proposed project using CoSMoS. The result of this analysis indicated that SLR-induced coastal erosion would not impact the project site now or under any modeled future scenarios with SLR. Furthermore, the results did not identify any SLR-induced beach erosion in the vicinity of the project site, although such erosion is observed on downcoast beaches located east and southeast of the project site.

Coastal hazards associated with tsunamis were also analyzed as part of the SLR Assessment for the proposed project. As part of this analysis, tsunami inundation maps for the California coastline prepared by the California Emergency Management Agency, the California Geological Survey, and the University of Southern California were reviewed. The results of the tsunami inundation modeling indicate that the entire coast of Long Beach would be inundated in the event of a significant tsunami off of the coast. Results specific to the proposed project indicate that due to its location on the coast of Alamitos Beach, the project site would also be vulnerable to tsunami inundation under existing and future conditions (i.e., with and without SLR). Refer to Section 4.9, Hydrology and Water Quality, for further discussion related to the proposed project's impacts with respect to tsunamis.

Overall, the proposed project is not anticipated to be subject to potential flooding impacts with respect to SLR in the existing, 2030, 2050, and 2100 scenarios, with the exception of the relocated bicycle path, which could potentially be inundated in 2100. The proposed relocated bicycle path is intended to improve existing safety conditions for pedestrians and bicyclists traveling near the project site along Alamitos Beach. Furthermore, the bicycle path does not include any structures and/or housing that would subject residents or workers to flooding impacts. As such, the relocated bicycle path would not necessitate a shoreline protective device of any kind to minimize impacts with respect to SLR. Therefore, adverse impacts with respect to SLR are not anticipated to occur, and no mitigation would be required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonable 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 one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The following section is based on the *Hazardous Building Materials Inspection Report for the Alamitos Beach Concessions Building, Long Beach, California* (Hazardous Building Materials

Inspection Report) conducted by Pacific Environmental Company (April 28, 2017) and the Environmental Database Report (EDR) conducted on June 29, 2017. The Hazardous Building Materials Inspection Report is provided in Appendix F.

Impact Analysis:

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

Less than Significant Impact. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.¹ Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency (EPA) “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Construction. Construction of the proposed project would involve the use of limited amounts of potentially hazardous materials typical of construction activities, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. The amount of hazardous materials during construction would be limited and would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the EPA, and the Occupational Safety and Health Administration (OSHA). Therefore, project impacts with respect to the release of hazardous materials causing a significant hazard to the public, surrounding land uses, or environment would be less than significant, and no mitigation is required.

Operation. The proposed project includes the redevelopment of the concession stand facility with ancillary uses on the project site in the Alamitos Beach area of the City. Hazardous materials associated with the long-term operation of the project would involve the use of common hazardous maintenance and landscape materials associated with concession stand/café and recreational uses (i.e., fertilizers, pesticides, and herbicides, cleaning solutions, etc.) that could be potentially hazardous if handled improperly or ingested. However, these products are not considered acutely hazardous and are not generally considered unsafe. All storage, handling, and disposal of hazardous materials during project operation would comply with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Further,

¹ A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor, 2017. Appendix A TO Sections 1910.1200—Health Hazard Criteria, Section A.4, Respiratory or Skin Sensitization. Website: https://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=standards&p_id=100 [accessed June 27, 2017]).

project operations would not store, transport, generate, or dispose of large quantities of hazardous substances. Therefore, there would be no operational impacts associated with the routine transport, use, or disposal of hazardous materials, and no mitigation is required.

The Long Beach Certified Unified Program Agency (Unified Program) is the administering agency for the chemical inventory and business emergency plan regulations for the City. The Unified Program combines both the Long Beach Fire Department (LBFD) and the Health Department into one primary agency responsible for hazardous materials management in the City. The Long Beach Certified Unified Program Agency makes information regarding the appropriate handling, storage, and disposal of all hazardous chemical waste generated in the City publicly available to all residents of the City. Because these resources are available to anyone in the City, it is reasonable to conclude that workers on the site would use such programs to properly dispose of hazardous waste. Therefore, impacts associated with the disposal of hazardous materials and/or the potential release of hazardous materials that could occur with the implementation of the proposed project are considered less than significant, and no mitigation is required.

(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?

Less than Significant Impact with Mitigation Incorporated.

Construction. Project construction would include the removal of the existing buildings and hardscape plaza, project site preparation, grading, construction, and paving. Due to the age of the existing structures on the site and the developed nature of the area surrounding the project site to the north, northeast, and west, project construction has the potential to result in the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As a result, both an EDR Database Search and a Hazardous Building Materials Inspection Report (April 2017) were prepared for the proposed project.

The purpose of the EDR Database search was to evaluate the project site for potential Recognized Environmental Concerns (RECs) that may be present and/or off-site conditions that may impact the project site. The EDR Database search prepared for the proposed project identified one Spills, Leaks, Investigations, and Cleanups (SLIC) release site, seven EnviroStor Database (ENVIROSTOR), one Resource Conservation and Recovery Act Generators/No Longer Reporting (NonGen/NLR) site, one Hazardous Substance Cleanup Bond Act funds site-specific expenditure plan (CA BOND EXP.Plan) site, 13 Leaking Underground Storage Tank (LUST) sites, five Hazardous Waste and Substance Sites List (HIST CORTESE) (a few HIST CORTESE sites are also listed on the LUST listing), five EDR Exclusive Historic Gas Stations (EDR Hist Auto) and three EDR Exclusive Historic Dry Cleaners (EDR Hist Cleaner) located within the 1-mile database search radius. The sites that are considered as recognized environmental concerns (RECs) are discussed in Table 4.8.A, Recognized Environmental Concerns within the Proximity of the Project Site, below.

Table 4.8.A: Recognized Environmental Concerns within the Proximity of the Project Site

No.	Address and Distance from Subject Site	Database	Status and Determination
1.	76 Products Station #2999 805 Ocean Blvd. (0.1 mile north of the project limits)	LUST HIST CORTESE	Potential RECs Affecting the Project Site. HIST CORTESE and two LUST listings are reported at this facility. Additional information obtained from the Geotracker database indicated that the cases were closed on May 19, 1997, and March 30, 2010. However, because this facility has been used as a gas station and a hazardous release was reported at the facility, residual contamination may remain in the soil/soil vapor and/or groundwater. While soil contamination would be localized to the site, groundwater contamination could affect the properties downgradient of the site. Therefore, the potential residual contamination is considered an REC.
2.	Tillett W E 800 East Ocean Blvd. (0.07 mile north of the project limits)	EDR US Hist Cleaners	Unlikely to Pose a Concern at the Project Site. The facility is listed as a historic cleaner. No violations and releases of hazardous substances were found and reported for this facility. However, because this facility was historically used as a dry cleaner, some residual PCB contamination may be present in the soil/soil vapor. However, any soil contamination would be specific to this property and would not affect the proposed project site. Therefore, this property is not considered an REC that would adversely impact soil conditions on the project site.
3.	Weston S Laundry 635 W Seaside Blvd. (0.1 mile northwest of the project limits)	EDR US Hist Cleaners	Unlikely to Pose a Concern at the Project Site. The facility is listed as a historic cleaner. No violations and releases of hazardous substances were found and reported for this facility. However, because this facility was historically used as a dry cleaner, some residual PCB contamination may be present in the soil/soil vapor. However, any soil contamination would be specific to this property and would not affect the proposed project site. Therefore, this property is not considered an REC that would adversely impact soil conditions on the project site.
4.	Villa Valet Shop 820 E Ocean Blvd. (0.1 mile north-northeast of the project limits)	EDR US Hist Cleaners	Unlikely to Pose a Concern at the Project Site. The facility is listed as a historic cleaner. No violations and releases of hazardous substances were found and reported for this facility. However, because this facility was historically used as a dry cleaner, some residual PCB contamination may be present in the soil/soil vapor. However, any soil contamination would be specific to this property and would not affect the proposed project site. Therefore, this property is not considered an REC that would adversely impact soil conditions on the project site.

EDR = Environmental Database Report
LUST = leaking underground storage tank
PCE = polychlorinated biphenyls
REC = recognized environmental concern

As described in Table 4.8.A, while the historic cleaners are unlikely to pose a concern at the project site, the gas station site has the potential to affect the project site due to the possibility of residual groundwater contamination. Because the project site is located downgradient of the gas station facility, potential contaminants originating from the gas station facility could potentially reach groundwater at the project site. As described further in Response 4.9(a), the project would adhere to provisions outlined in Compliance Measure WQ-2, which requires that groundwater dewatering activities (if determined to be necessary) be conducted in accordance with the requirements of the Los Angeles Regional Water Quality Control Board's (RWQCB) Groundwater Discharge Permit. This order requires testing and treatment of groundwater encountered during dewatering prior to its release into surface waters to ensure that effluent limitations for constituents are not exceeded. Therefore, implementation of Compliance Measure WQ-2 would reduce potential impacts to a less than significant level, and no mitigation is required.

The current status of the majority of these facilities is "Completed and Case Closed" or the facilities were determined to be greater than 1 mile from the project limits. Therefore, the majority of these facilities are unlikely to pose a concern during construction of the proposed project and are not considered RECs potentially affecting construction of the proposed project.

The Hazardous Building Materials Inspection Report included a site inspection on April 24, 2017, which aimed to identify asbestos-containing materials (ACMs), lead-based paint (LBP), and universal wastes on the project site.

Asbestos. The use of asbestos in many building products was banned by the EPA by the late 1970s. In 1989, the EPA issued a ruling prohibiting the manufacturing, importation, processing, and distribution of most asbestos-containing products. This rule, known as the Ban and Phase-Out Rule, would have effectively banned the use of nearly 95 percent of all asbestos products used in the United States. However, the United States Fifth Circuit Court of Appeals vacated and remanded most of the Ban and Phase-Out Rule in October 1991. Due to this court decision, many asbestos-containing product categories not previously banned (prior to 1989) may still be in use today. Among these common material types found in buildings are floor tile and roofing materials. ACMs represent a concern when they are subject to damage that results in the release of fibers. Friable ACMs, which can be crumbled by hand pressure and are, therefore, susceptible to damage, are of particular concern. Nonfriable ACM is a potential concern if it is damaged by maintenance work, demolition, or other activities.

The asbestos survey for the proposed project was performed by identifying suspect ACMs, (defined by the EPA and OSHA as any material containing more than 1 percent asbestos), and by performing sampling in accordance with applicable regulations. Bulk samples were collected and logged onto chain of custody sheets and forwarded to a laboratory for further testing. The bulk samples were analyzed in accordance with the National Emission Standard for Hazardous Air Pollutants (NESHAPS), EPA, OSHA, and SCAQMD standards for classifying asbestos, which are categorized into the following three categories:

- **Regulated ACMs (RACMs):** include all friable asbestos materials. Class 1 non-friable ACMs that have become friable or will become friable, and Class 2 non-friable materials that have a high probability of becoming friable when crumbled, pulverized, or reduced to powder by forces expected to act on the materials in the course of construction activities (e.g., demolition).
- **Class 1 Non-friable ACMs:** includes asbestos-containing packing, gaskets, resilient floor covering, and asphalt roofing products that when dry can be crumbled, pulverized, or reduced to powder by hand pressure.
- **Class 2 Non-friable ACMs:** includes all non-friable materials, excluding Class 1 materials that when dry cannot be crumbled, pulverized, or reduced to powder by hand pressure.

In addition, the California Department of Occupational Health and Safety (Cal/OSHA) defines asbestos-containing construction material (ACCM) as material that contains greater than 0.10 percent asbestos. Material found to contain less than 1 percent asbestos (trace asbestos) does not fulfill the EPA or SCAQMD definition of ACM and therefore, does not require disposal as such. However, Cal/OSHA requires that construction workers wear personal protective equipment, utilize special equipment, and are trained regarding ACCMs for all projects where ACCMs with less than 1 percent asbestos are identified. Based on these criteria, the results of the ACCMs sampled were separated into those containing greater than 1 percent asbestos, less than 1 percent asbestos, and those where no asbestos was detected.

A total of 17 bulk samples were collected for the assessment. Results of the analysis indicated that roof mastics were classified as Category 1 Non-Friable ACMs; however, no other materials that were sampled were determined to contain asbestos. Due to the presence of ACMs in roof mastics on the project site, the project would be required to comply with Mitigation Measure HAZ-1, which outlines the procedures for properly removing and disposing ACMs in accordance with State and federal law. With implementation of Mitigation Measure HAZ-1, potential impacts related to ACMs would be less than significant.

Lead-Based Paint. Lead is a toxic metal that was used for many years in household products. Lead may cause a range of health defects, from behavioral problems and learning disabilities to seizures and death. Lead-based paint (LBP) was used extensively in buildings constructed prior to 1950. In 1978, LBP was banned by the federal government.

Deteriorated paint is defined by Title 17 of the California Code of Regulations (CCR), as a surface coating that is cracking, chalking, flaking, chipping, peeling, non-intact, failed, or otherwise separating from a component. Demolition of a component containing LBP requires waste characterization and appropriate disposal. Intact LBP is accepted by most landfills and recycling facilities; however, contractors are required to segregate and characterize waste streams prior to disposal.

Potential hazards to workers could occur during the removal of handling of LBP coatings during demolition. Dust containing hazardous concentrations of lead may be generated during the scraping or cutting of materials containing LBP. Touching of these materials could produce lead oxide fumes. Several agencies have published a “regulatory action level” to classify LBP. The EPA requires action for LBP found at 5,000 parts per million (ppm), whereas OSHA, Cal/OHSA, and Los Angeles County require action for LBP found at 600 ppm.

The LBP survey conducted for the proposed project included a visual inspection to identify and sample defective painted surfaces within the exterior and exterior of the subject property. Results of the survey found LBP on the exterior wall paint (stucco) at a concentration of less than 47 ppm. Therefore, no applications of defective LBP requiring treatment were identified on the project site, and no mitigation is required.

Universal Wastes. The EPA establishes regulations for designated “universal wastes,” which include batteries, pesticides, mercury-containing equipment, and bulbs (lamps, and polychlorinated biphenyls [PCBs]).

Mercury vapor contained in fluorescent lamps is released into the air when a fluorescent lamp is broken. A portion of the mercury will remain with the glass and white powder (phosphorus), which results in an initial high concentration of mercury vapor. This initially high concentration rapidly decreases as fresh air circulates into the building. Recent studies do not indicate that mercury exposure resulting from the occasional cleanup of broken fluorescent lamps results in adverse health effects. Mercury can also be found in several consumer and commercial products (e.g., thermometers). When a mercury-containing product breaks and mercury is subsequently spilled, the exposed mercury evaporates and becomes a colorless, odorless, toxic vapor.

Standard equipment suspected of potentially containing PCBs includes industrial-capacity transformers, fluorescent light ballasts, and oil-cooled machinery. Federal regulations apply to items containing 50 to 499 ppm PCBs. Chemical classified as PCBs were widely used in the United States throughout the 1950s and 1960s. Transformers containing more than 500 ppm PCBs, between 50 and 500 ppm PCBs, and less than 50 ppm PCBs are considered PCBs, PCB-contaminated, and non-PCB, respectively.

Results of the survey for universal wastes identified seven fixtures with fluorescent light tubes. As required by Mitigation Measure HAZ-2, these should be recycled or disposed of in accordance with the California DTSC guidelines. The survey did not identify any mercury-containing thermostat switches nor were batteries, pesticides, or other indications of hazardous waste identified on the project site. Therefore, with implementation of Mitigation Measure HAZ-2, potential impacts associated with universal wastes would be less than significant.

In addition, in the unlikely event that unknown hazardous materials are discovered on site during project construction, the project contractor would be required to comply with a Contingency Plan developed and approved prior to the commencement of grading activities. As

stated in Mitigation Measure HAZ-3, in the event that construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the Contingency Plan will require the contractor to stop work, cordon off the affected area, and notify the Lbfd. The Lbfd responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations. In addition, Caltrans, the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, further reducing potential impacts to a less than significant level. With implementation of Mitigation Measure HAZ-3, potential risks associated with encountering unknown hazardous wastes during construction would be reduced to a less than significant level.

With implementation of Mitigation Measures HAZ-1 through HAZ-3, construction of the proposed project would not create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions regarding the release of hazardous materials into the environment.

Mitigation Measures. The following mitigation measures are required to reduce construction impacts related to hazards/hazardous materials during construction:

HAZ-1 Abatement of ACMs and Universal Wastes. Wherever evidence of asbestos-containing materials (ACMs) and fluorescent light tubes are present in areas proposed for demolition, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 Code of Federal Regulations [CFR], Subchapter R, Toxic Substances Control Act [TSCA], Part 763). During demolition, air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community. The City shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the Chief of the Long Beach Fire Department (Lbfd), or designee, showing that abatement of any ACMs identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agencies, including, but not limited to those promulgated by the Occupational Safety and Health Administration (OSHA), the United States Environmental Protection Agency (EPA), the California Occupational Safety and Health Administration (Cal/OSHA), the California Environmental Protection Agency (Cal/EPA), the California Department of Homeland Security (Cal-DHS), the Department of Toxic Substances Control (DTSC), and the SCAQMD (40 CFR, Subchapter R, TSCA, Parts 716 and 763). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM to remain in place, if any, and shall be reviewed and approved by the Lbfd.

HAZ-2 Disposal or Recycling of Fluorescent Light Tubes. Wherever evidence fluorescent light tubes are present in areas proposed for demolition, all such materials shall be removed and properly recycled or taken to a household hazardous waste disposal facility, a universal waste handler (e.g., storage facility or broker) or an authorized recycling facility (Title 22, Division 4.5, Chapter 23, Section 66273.8), in accordance with regulations established by the DTSC. The City shall provide documentation to the Chief of the Lbfd, or designee, showing that all fluorescent light tubes identified in these structures have been disposed of or recycled in full compliance with all applicable regulations established by the DTSC and the California Department of Resources Recycling and Recovery (CalRecycle).

HAZ-3 Contingency Plan. Prior to commencement of grading activities, the City of Long Beach (City) Fire Department (Lbfd), or designee, shall review and approve a contingency plan that addresses the procedures to be followed should on-site unknown hazards or hazardous substances be encountered during demolition and construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the Lbfd. The Lbfd responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations.

Operation. The proposed project would include the operation of a concession stand building, related facilities, landscape improvements, and the relocation of an existing bicycle path. Project operation is anticipated to involve limited use of hazardous materials typical of restaurant/café and recreational uses, such as cleaning solvents, pesticides, and other landscaping materials. All storage, handling, and disposal of hazardous materials during project construction and operation would be in compliance with applicable standards and regulations. Further, project operations would not store, transport, generate, or dispose of large quantities of hazardous substances. Therefore, operation the proposed project would not result in a significant hazard to the public or the environment through a reasonably foreseeable upset or accident condition related to the release of hazardous materials, and no mitigation is required.

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

Less than Significant Impact. The proposed project would result in the redevelopment of a concession stand building in the Alamitos Beach Area and would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. The nearest existing schools (i.e., Stevenson Elementary School, St. Anthony High School, a portion of the California State University Long Beach (CSULB) campus, and Franklin Classical Middle School) are located approximately 1 mile north of the project site. As previously stated, the proposed project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in significant quantities. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances/oils

during equipment operation and would be in compliance with existing government regulations. Project operation would not require the use, storage, disposal, or transport of large volumes of hazardous materials that could cause serious environmental damage in the event of an accident, and there are no schools within 0.25 mile of the project site. Therefore, the proposed project would not result in the emission of hazardous materials or acutely hazardous substances within one-quarter mile of an existing or proposed school, and no mitigation is required.

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 67962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site.¹ Therefore, the proposed project would not result in an impact related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment. No mitigation is required.

(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?

No Impact. The project site is approximately 6 miles southwest of Long Beach Municipal Airport, which is the nearest airport to the project site. The tallest building on the project site would be a concession stand building, which is proposed to be two-stories or 27 ft at its zenith. The heights of the concession stand and supplementary buildings and other project features on the site would not be sufficient to require modifications to the existing air traffic patterns at the airport and, therefore, would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. The proposed project would not result in safety hazards for people living or working in the area different than would occur under existing conditions. Although the project would result in development of a larger concession stand complex, the risk of safety hazards associated with the Long Beach Municipal Airport would not be substantively different in this part of the City with or without the project, which is located more than 2 miles from the nearest public airport. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed project is not located within 2 miles of a private airstrip. The nearest private airport, the Goodyear Blimp Base Airport, is located approximately 11 miles northwest of the site in the City of Gardena. As such, project implementation would not result in potential safety hazards associated with airport traffic for people visiting the project site. Therefore, no

¹ California Department of Toxic Substances Control. EnviroStor Database. Website: http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=19970011 (accessed April 26, 2017).

hazardous impacts related to the site's proximity to a private airport facility would occur, and no mitigation is required.

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

Less than Significant Impact. The City's Emergency Operations Plan (August 2015) outlines the City's emergency response organization and policies. This plan also identifies ways in which the City and its residents can minimize risk and prevent loss from natural hazard events. Emergency events addressed in this plan include those associated with earthquakes, flooding, windstorm, tsunamis, public health events, technological and human-caused events, and drought.

During short-term construction activities, the proposed project is not anticipated to result in any substantial traffic queuing on nearby streets, and all construction equipment would be staged within the surface parking lot directly north of the project site. Additionally, all large construction vehicles entering and exiting the site would be guided by the use of personnel to avoid vehicle queuing.

The proposed project does not include any changes to public or private roadways that would physically impair or otherwise conflict with the City's Emergency Operations Plan or another adopted emergency response plan or emergency evacuation plan. Further, the proposed project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. Access to and from the project site for emergency vehicles would be reviewed and approved by the Lbfd as part of the project approval process to ensure the proposed project is compliant with all applicable codes and ordinances for emergency vehicle access. Impacts related to interference with an emergency response plan are considered less than significant, and no mitigation is required.

(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. The project site is located in an urbanized coastal area where wildfire is not considered a likely risk to people or structures. In addition, the project site and the surrounding areas do not include brush- and grass-covered areas typically found in areas susceptible to wildfires. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death from wildland fires, and no mitigation is required.

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Violate any water quality standards or waste discharge requirements?	<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 preexisting nearby wells would drop to a level which 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 which would result in a 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 through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<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 within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The following section is based on the *Design Development Hydrology Report & Low Impact Development Plan* (LID Plan; Michael Baker International, July 28, 2017). The LID Plan is provided in Appendix H.

Impact Analysis:**(a) Would the project violate any water quality standards or waste discharge requirements?**

Less than Significant Impact. Pollutants of concern during project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters. Any of these pollutants has the potential to be transported via stormwater runoff into receiving waters (i.e., the Pacific Ocean).

Construction activities associated with the proposed project would disturb approximately 1.30 acre of soil. Projects that disturb greater than 1 acre of soil are required to comply with the State Water Resources Control Board's (SWRCB) Construction General Permit. However, the project would disturb between 1 acre and 5 acres and could be eligible for a Small Construction Rainfall Erosivity Waiver, which would exempt the project from coverage under the Construction General Permit. To obtain a waiver, the project would need to demonstrate that there would be no adverse water quality impacts because construction activities would only occur when there is a low erosivity potential (i.e., the rainfall erosivity value in the Revised Universal Soil Loss Equation [R factor] for the project is less than 5). Based on a construction start date of July 1, 2018, and a construction end date of September 11, 2019, the R factor for the project would be 36.88. Therefore, the project would not qualify for a Construction General Permit waiver and would be required to comply with the SWRCB's Construction General Permit. However, if during final design, the size of the project site and/or area of project improvements are refined to reduce disturbed soil area to less than 1 acre, the project would be exempt from coverage under the Construction General Permit.

The Construction General Permit requires preparation of a Storm Water Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs). Additionally, the project would be required to prepare an Erosion and Sediment Control Plan (ESCP) which includes elements of a SWPPP in compliance with the City of Long Beach MS4 Permit. According to the City of Long Beach MS4 Permit, SWPPPs prepared in accordance with the requirements of the Construction General Permit can be accepted as ESCPs. Therefore, in compliance with the Construction General Permit and the City of Long Beach MS4 Permit, a SWPPP would be prepared and construction BMPs implemented during construction activities, as specified in

Compliance Measure WQ-1. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

According to the Geotechnical Report (AESCO; May 2017) prepared for the project, groundwater is present at a depth of less than 10 ft below ground surface (bgs). During boring conducted for the project, groundwater was encountered at a depth of 8 ft bgs at the shallowest point on the site. However, depth to groundwater may fluctuate depending on rainfall and possible groundwater recharge or pumping activity in the site vicinity. Excavation activities would extend to a minimum of 5 ft below grade. Due to the shallow depth of groundwater on the project site, and the potential for groundwater level fluctuations, there is a potential for groundwater to be encountered during project construction and groundwater dewatering may be required. Dewatered groundwater may contain elevated levels of total dissolved solids or other constituents that could be introduced to receiving waters (i.e., the Pacific Ocean). As specified in Compliance Measure WQ-2, any groundwater dewatering during excavation would be conducted in accordance with the requirements of the Los Angeles RWQCB Groundwater Discharge Permit. This order requires testing and treatment, as necessary, of groundwater encountered during dewatering prior to its release into surface waters to ensure that effluent limitations for constituents are not exceeded.

The project includes construction of a new concession stand, restroom, storage building, play area, bicycle path, and reconfiguration of the parking area. Pollutants of concern during operation of the proposed project could include suspended solids/sediment, nutrients, pesticides, trash and debris, oil and grease, and metals. The proposed project would result in an increase of impervious acreage of approximately 18,630 square feet (sf) (0.43 acre) on the project site following project implementation. An increase in impervious surface area would expand the volume of runoff during a storm, which would increase the amount of pollutants discharged into downstream receiving waters. In addition, there is a potential for increased erosion due to increased runoff that could increase solids/sediment in stormwater runoff. Visitors to the site and patrons of the proposed concession stand would be a potential source of trash and debris. Landscaping included as part of the project would capture and aid with treatment of stormwater runoff from the increased impervious surface areas, but could also be a potential source of nutrients and pesticides. Any additional vehicles utilizing the expanded parking area could be a source of oil, grease, and metals.

The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003. Pursuant to the requirements of City of Long Beach MS4 Permit, the proposed project qualifies as a "New Development Project or Redevelopment Project." New Development Projects that disturb greater than 1 acre and increase impervious surface area by more than 10,000 sf (approximately 0.23 acre) and Redevelopment Projects that create, add, or replace 5,000 sf (approximately 0.115 acre) are required to implement post-construction controls to mitigate stormwater pollution and prepare a Low Impact Development Plan or equivalent, in compliance with the *City of Long Beach Low*

Impact Development (LID) Best Management Practices (BMP) Design Manual (February 2013; revised December 2013), as outlined in the City of Long Beach Municipal Code Chapter 18.74, Low Impact Development Standards. In compliance with these requirements a Design Development Hydrology Report & Low Impact Development Plan (LID Plan; Michael Baker International, July 28, 2017) was prepared for the proposed project that details the LID BMPs that would be implemented to treat stormwater runoff and reduce impacts to water quality during operation. Proposed BMPs include depressed landscape areas (vegetated swales) for natural infiltration of stormwater along the perimeter of the project site in the vicinity of the proposed play area, restroom, and storage building. The vegetated swale would convey flows in a southwesterly direction to an infiltration basin located by the sidewalk, west of the proposed buildings. In addition, depressed sand infiltration basins would be located in the median of the parking lot. Building downspouts would be provided to drain stormwater to sand areas for infiltration. In addition, the existing sand areas on both sides of the existing bicycle path will be used for natural infiltration of stormwater runoff. The proposed BMPs would capture, infiltrate, and treat stormwater runoff to remove pollutants of concern. In addition, the existing sand areas on both sides of the existing bicycle path and within the parking lot will be used for natural infiltration of stormwater runoff. As specified in Compliance Measure WQ-3, a Final LID Plan will be prepared prior to issuance of grading permits.

For the reasons outlined above, implementation of Compliance Measures WQ-1, WQ-2, and WQ-3 (which require implementation of construction and post-construction BMPs and testing and treatment of dewatered groundwater) would reduce impacts related to Waste Discharge Requirements, water quality standards, and degradation of water quality to a less than significant level, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, the following compliance measures are standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. These Compliance Measures are applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to receiving waters.

Compliance Measures:

WQ-1 Construction General Permit. Prior to issuance of a grading permit, the City of Long Beach (City) Development Services Director, or designee, shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System [NPDES] No. CAS000002) (Construction General Permit) if the disturbed soil area during construction exceeds 1 acre. This shall include submission of Permit Registration Documents, including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB). The Construction Contractor shall ensure that a Storm Water Pollution Prevention Plan (SWPPP) is prepared and implemented for the project in compliance with the requirements of the Construction General Permit. The SWPPP

shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The SWPPP shall serve as the project Erosion and Sediment Control Plan (ESCP), in compliance with the City of Long Beach MS4 Permit (Order No. R4-2014-0024, NPDES No. CAS004003). If it is determined during final design that the disturbed soil area would be less than 1 acre, the project would be exempt from coverage under the Construction General Permit and the project would be exempt from coverage under the Construction General Permit and the above requirements would not be applicable.

WQ-2: Groundwater Discharge Permit. During groundwater dewatering activities, the Construction Contractor shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, Permit No. CAG994004) (Groundwater Discharge Permit), or subsequent permit. The Construction Contractor shall comply with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. The City Development Services Director, or designee, shall submit a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board (RWQCB) at least 60 days prior to the start of dewatering. Upon completion of groundwater dewatering activities, the City of Long Beach shall submit a Notice of Termination to the Los Angeles RWQCB.

WQ-3: Final Low Impact Development Plan. In compliance with the City of Long Beach MS4 Permit and as specified in Chapter 18.74, Low Impact Development Standards, of the City of Long Beach Municipal Code, the City Development Services Director, or designee, shall ensure that a Final Low Impact Development (LID) Plan, or equivalent, is prepared for the project prior to issuance of a grading permit. The LID Plan shall be prepared consistent with the requirements of the *City of Long Beach Low Impact Development (LID) Best Management Practices (BMP) Design Manual* (February 2013; revised December 2013) and shall include BMPs to be incorporated into the project to target pollutants of concern in runoff from the project site.

(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 which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. The City is highly urbanized with infrastructure in place to accommodate future development projects. Approximately 60 percent of the City's existing water supply consists of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California.

As discussed in Response 4.9(a) above, due to the shallow depth of groundwater (less than 10 ft bgs), fluctuating groundwater levels, and anticipated depth of excavation (5 ft bgs), groundwater dewatering cannot be ruled out during excavation activities. However, groundwater dewatering activities would be temporary in nature and would cease following completion of construction. It is not anticipated that the volume of groundwater extracted during dewatering activities would be substantial in comparison to the overall volume of the groundwater basin. In addition, grading and construction activities would compact soil, which can decrease infiltration during construction. However, the size of the construction area would be minimal compared to the overall size of the groundwater basin; therefore, there would not be a substantial change in infiltration or groundwater recharge compared to the existing condition.

Operation of the proposed project would not require groundwater extraction. Following project implementation, there would be an increase in impervious surface area of 0.43 acre on the project site. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, depressed landscaping and sand areas are proposed as part of the project, which would capture and infiltrate stormwater runoff and aid with groundwater recharge to offset any decreased infiltration from the increased impervious surface areas. Furthermore, development of the proposed project would not significantly lower the groundwater table because the proposed project would not significantly increase water demand from the Long Beach Water Department (LBWD) on the site due to the site's existing and proposed use as a concession stand. Although the LBWD does rely partially on groundwater, the LBWD is also responsible for managing groundwater resources and has prepared the 2015 Urban Water Management Plan to prevent overdraft from use of groundwater for water supply. Therefore, project impacts related to depletion of groundwater supplies and interference with groundwater recharge would be less than significant, and no mitigation is required.

(c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?

Less than Significant Impact. During construction activities, excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and the transport of sediment downstream compared with existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed in Response 4.9(a) above and specified in Compliance Measures WQ-1 and WQ-2, the Construction General Permit and City of Long Beach MS4 Permit require preparation of a SWPPP and/or ESCP and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion, and siltation.

According to the LID Plan prepared for the project, the proposed project would increase the impervious surface area on the project site by 0.43 acre compared to existing conditions, which would increase runoff peak flow by 0.38 cubic feet per second (cfs), 0.35 cfs, and 0.66 cfs during

25-year, 50-year, and 100-year storm events, respectively. However, the depressed landscaping and sand areas would capture and infiltrate stormwater runoff and would attenuate any increase in flow. In the proposed condition, the impervious surface areas would not be prone to erosion or siltation. The depressed landscaped and sand areas would capture and infiltrate stormwater and minimize on-site erosion and siltation that could reach downstream receiving waters. As specified in Compliance Measure WQ-4, a final hydrology report, or equivalent (such as a Final LID Plan), would be prepared for the proposed project to ensure that the on-site storm drain facilities, including depressed landscaped and sand areas, are appropriately sized to reduce stormwater runoff. Therefore, because the project would not substantially change the stormwater runoff from the project site, the proposed project would not contribute to downstream erosion or siltation. Finally, there are no streams or rivers on the project site; therefore, the proposed project would not alter the course of a stream or river. As such, project impacts related to on-site or off-site erosion or siltation would be less than significant with implementation of Compliance Measure WQ-4, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, the following Regulatory Compliance Measure is a standard conditions based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. These Regulatory Compliance Measures are applicable to the proposed project and shall be incorporated to ensure that the Project has minimal impacts to receiving waters.

Compliance Measure:

WQ-4 Final Hydrology Report. Prior to issuance of grading permits, the City Development Services Director, or designee, shall ensure that a final hydrology report, or equivalent, is prepared and approved by the City. The hydrology report shall demonstrate, based on hydrologic calculations, that the project's on-site storm conveyance and retention facilities, including landscaped areas, are designed in accordance with the requirement of the Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual.

(d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. During construction, soil would be disturbed and compacted and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. As previously discussed in Response 4.9(a) and specified in Compliance Measure WQ-1, the Construction General Permit and City of Long Beach MS4 Permit require preparation of a SWPPP and/or ESCP and implementation of Construction BMPs to control and direct surface runoff on-site. By controlling and directing surface runoff on-site, the BMPs would direct additional runoff into the Pacific Ocean, which has additional capacity. Because additional runoff

during construction would be channeled into the Pacific Ocean, construction activities would not result in on- or off-site flooding.

The proposed project would increase impervious surfaces on the site by 0.43 acre, which would increase runoff peak flow by 0.38 cfs, 0.35 cfs, and 0.66 cfs during 25-year, 50-year, and 100-year storm events, respectively. However, depressed landscaping and sand areas included as part of the proposed project would capture stormwater runoff and attenuate any increase in flow. As specified by Compliance Measure WQ-4, the City would be required to prepare a final hydrology report to ensure that storm drain facilities serving the project site, including depressed landscaped and sand areas, are appropriately sized to reduce stormwater runoff and ensure that on-site flooding would not occur. Because stormwater flows would be attenuated by the depressed landscaping and sand areas, the project would not result in off-site flooding. Finally, the project would not alter the course of a stream or river. Therefore, with implementation of Compliance Measure WQ-4, potential hazards related to on- or off-site flooding resulting from the alteration of existing drainage patterns on the site would be less than significant.

(e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As discussed in Response 4.9(a) and 4.9(d) above, earthwork activities would compact soil, which can increase stormwater runoff during construction, drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants such as liquid and petroleum products and concrete-related waste could be spilled, leaked, or transported via storm runoff into adjacent drainages and into downstream receiving waters. The proposed project would be required to comply with requirements set forth by the Construction General Permit and the City of Long Beach MS4 Permit, which requires preparation of an SWPPP and/or ESCP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants.

As discussed under Response 4.9(a) above, groundwater dewatering may be required during construction. Dewatered groundwater may contain elevated levels of total dissolved solids or other constituents that could be introduced to receiving waters. As specified in Compliance Measure WQ-2, groundwater dewatering during construction would be conducted in accordance with the requirements of the Los Angeles RWQCB's Dewatering Permit, which requires testing and treatment, as necessary, of groundwater encountered during dewatering prior to its release.

As discussed in Response 4.9(a) above, pollutants of concern during operation of the proposed project could include suspended solids/sediment, nutrients, pathogens (bacteria and virus), pesticides, trash and debris, oil and grease, and metals. As required by Compliance Measure WQ-3, a final LID Plan, or equivalent, would be prepared for the project that details the LID BMPs that would be implemented to treat stormwater runoff and reduce impacts to water

quality during operation. Proposed BMPs include depressed landscape and sand areas which would capture, infiltrate, and treat stormwater.

As discussed under Responses 4.9(c) and 4.9(d), the proposed project would increase the impervious surface area on the project site by 0.43 acre compared to existing conditions, which would increase runoff peak flow by 0.38 cfs, 0.35 cfs, and 0.66 cfs during 25-year, 50-year, and 100-year storm events, respectively. However, depressed landscaping and sand would capture and infiltrate stormwater runoff to attenuate any increase in flow. As specified in Compliance Measure WQ-4, a final hydrology report would be prepared for the proposed project to ensure that the on-site storm drain facilities, including the depressed landscaped and sand areas, are appropriately sized to reduce stormwater runoff leaving the project site.

For the reasons discussed above, with adherence to Compliance Measures WQ-1 through WQ-4, project impacts associated with the introduction of substantial sources of polluted runoff or additional runoff would be less than significant. No mitigation is required.

(f) Would the project otherwise substantially degrade water quality?

Less than Significant Impact. Refer to Response 4.9(a), above.

(g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. According to the Federal Emergency Management Act (FEMA) Flood Insurance Rate Map Act (FIRM) No. 06037C1970F (September 26, 2008) and the *City of Long Beach Federal Emergency Management Agency (FEMA) Flood Zones* map, the project site is located within Special Flood Hazard Area Zone VE and within Other Flood Area Zone X. Refer to Figure 4.9.1, Floodplain. Zone VE designation encompasses areas subject to inundation by the 1 percent annual chance flood (100-year flood) within coastal flood zones with velocity hazard (wave action). Other Flood Area Zone X designation encompasses areas with a 0.2 percent annual chance of flood (500-year). The project proposes to replace the existing concession and café building currently present on the site with a new concession stand and café. Other facilities would include a separate restroom and a recreational equipment storage building. The project does not include the construction of housing or inhabitable structures on the project site. Therefore, the proposed project would not place housing within a 100-year flood hazard area, and no impact would occur.

(h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less than Significant Impact. As discussed previously under Response 4.9(g), the project site is located within Special Flood Hazard Area Zone VE and Other Flood Area Zone X. Building A would not be constructed within a 100-year flood hazard area. Building A would be constructed in a 500-year flood hazard area (Other Flood Area Zone X), where the existing building is located.

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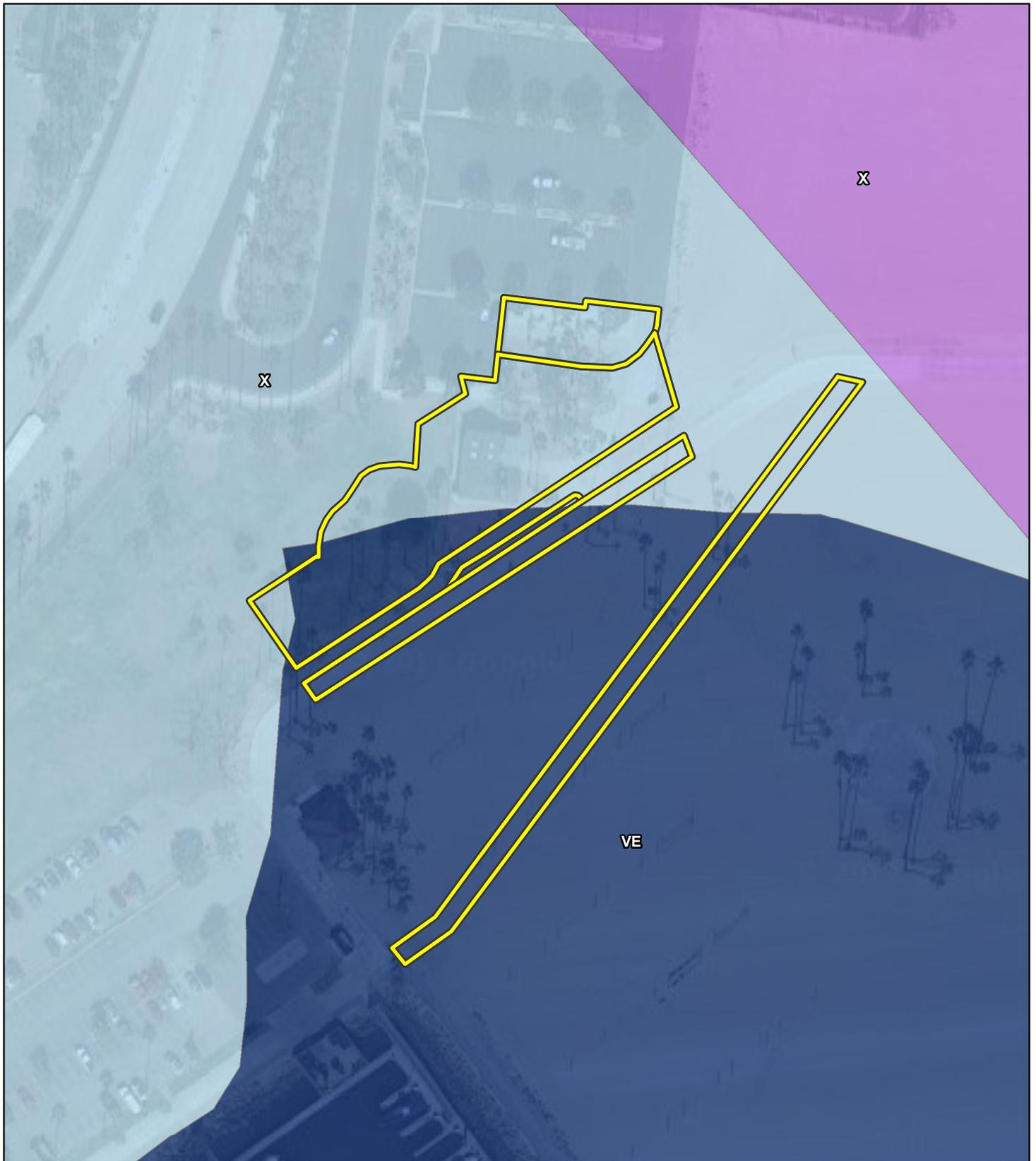


FIGURE 4.9.1

LSA

LEGEND



Project Site

FEMA FIRM and Flood Hazard Area

X: 0.2% Annual Chance Flood Hazard

X: Area with Minimal Flood Hazard

VE: 1% Annual Chance Flood Hazard



SOURCE: Google Maps (2016); FEMA (2016)

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Alamitos Beach Concession Stand
Floodplain

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However, Buildings B and C, a portion of the play area, the bicycle path, and parking lot would be constructed in a 100-year flood zone (Special Flood Hazard Area (Zone VE) that would be subject to tidal flooding during a 100-year storm event. The bicycle path, play area, and parking lot would not include structures that would be large enough to impede or redirect flood flows. However, as shown in Figure 4.9.1, Buildings B and C would be located in the upper limits of the tide during a 100-year storm event. Due to the location of the buildings within the upper limits of the tidal zone and due to the strength of the tides, the buildings would not be anticipated to redirect or impede the flood flows. Therefore, the impacts associated with the placement of structures within a 100-year flood hazard area that could impede and/or redirect flood flows would be less than significant, and no mitigation is required.

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

Less than Significant Impact. A levee is a type of dam that runs along the banks of a river or canal that provides flood protection. A levee system failure could create severe flooding and high water velocities. The Los Angeles River is located approximately 1.25 miles west of the project site and the San Gabriel River is located approximately 5 miles east of the project site.

According to the United States Army Corps of Engineers (Corps) levee inundation maps for the Los Angeles River and San Gabriel River, the project site is not located within an area protected by levees. Therefore, the project site would not be at risk from inundation due to failure of a levee.

Dam failure is defined as the structural collapse of a dam that releases the water stored in a reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity, or structural damage caused by an earthquake or flood. The Sepulveda Dam, Hansen Dam, and Whittier Narrows Dam lie more than 20 miles upstream from the Pacific Ocean. According to the Safety Element of the City of Long Beach General Plan, due to the infrequent periods of high precipitation and high river flow, the probability of flooding as a result of dam failure is considered very low. According to the inundation maps for these dams, the project site is not located in an area that would be subject to flooding in the event of failure of one of the dams. In addition, due to the intervening low and flat ground, and the distance between the Sepulveda Dam and Hansen Dam and the City, flood waters resulting from failure of either of these dams would be expected to dissipate before reaching the City. Therefore, it is not anticipated that the project site would be inundated if one of these dams were to fail. Further, according to the Safety Element, in the event of failure of the Whittier Narrows Dam while full, flooding could occur along both sides of the San Gabriel River where it passes through Long Beach and would be the most severe on the east side of the river. Due to the distance from the project site to the San Gabriel River, the project site would not be inundated in the unlikely event that the Whittier Narrows Dam failed. For these reasons, the project site would not be at risk from inundation due to failure of a dam.

As discussed above in Responses 4.9(g) and 4.9(h), the project site is subject to flooding during a 10-year storm event. However, the project would serve existing customers and any increase in

patronage would be minimal. The project would replace the existing concession stand and café, which are already exposed to risk of flooding during a storm event. In addition, the project would not increase the risk or extent of flooding during a storm event, or exacerbate such conditions. Therefore, impacts related to exposure of additional people or structures to a significant risk of loss, injury, or death involving flooding would be less than significant. No mitigation is required.

(j) Would the project be exposed to inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. There are no enclosed water retention facilities in close proximity to the project site. The risk associated with possible seiche waves is, therefore, not considered to be a potentially significant impact of the project, and no mitigation is necessary.

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. According to the Tsunami Inundation Map for Emergency Planning for the Long Beach Quadrangle (March 1, 2009), the project site is located within in area subject to potential risks associated with a tsunami. Although there could be an increase in visitors to the site following project implementation, the project is replacing an existing use and would not create a new risk. Additionally, the project would not increase the risk of a tsunami occurring, or exacerbate such conditions. Furthermore, the City has implemented the 2015 Natural Hazards Mitigation Plan for the purpose of protecting the lives, property, and facilities of citizens, employees, businesses, industry, infrastructure, and the environment from natural hazards. The County of Los Angeles has also developed regional catastrophic preparedness planning and regional evacuation routes. Therefore, because the proposed project is not introducing a new risk to tsunami exposure, and with the implementation of the Natural Hazards Mitigation Plan, emergency preparedness plans, and the County of Los Angeles regional catastrophic plans, potential hazards from inundation from a tsunami are considered less than significant, and no mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. The project site is relatively flat, and no existing landslides are present on the property. In addition, no hillsides are immediately adjacent to the project site. The risk associated with possible mudflows and mudslides is, therefore, not considered a potential constraint or a potentially significant impact of the project, and no mitigation is necessary.

4.10 LAND USE PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project physically divide an established community?

No Impact. The project site (Assessor’s Parcel Number (7265-021-901) consists of an approximately 1.22-acre portion of a larger approximately 32-acre parcel. The project site is bound by a parking lot to the north, Alamitos Beach to the east and south, the Marina Green to the south, and East Shoreline Drive to the west.

The project includes demolition of the existing Alamitos Beach concession stand and construction and operation of the new concession stand and café on the same site. The project also includes the development of restroom facilities, a recreational equipment rental and storage building, and the installation of pedestrian furniture. The project would maintain vehicular access to the site via the ingress/egress point off of East Shoreline Drive following project implementation. Therefore, the proposed project would not result in changes or modifications to any adjacent land uses and would not physically divide an established community, and no mitigation is required.

(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?

Less than Significant Impact. The project site is located within the Coastal Zone of the City of Long Beach. The main documents guiding development and regulating land uses in the Coastal Zone of the City are the City’s General Plan, Zoning Ordinance, Local Coastal Program, and the California Coastal Act (CCA).

General Plan. The City's General Plan is the principal land use document guiding development within the City. The City's General Plan is a comprehensive plan that establishes goals, objectives, and policies intended to guide growth and development in the City. The City's General Plan also serves as a blueprint for development throughout the community and is the vehicle through which the community needs, desires, and aspirations are balanced. The City's General Plan is the fundamental tool for influencing the quality of life in the City.

At the heart of the General Plan is the Land Use Element (LUE) (adopted in 1989 and revised in April 1997). The LUE establishes land use districts and develops a long-term land use vision for these land use districts throughout the City. The LUE also includes goals and policies for each land use district and implements them through implementation strategies. Although there is a LUE update in progress (described further below), the following discussion is applicable to the project until any changes to the LUE are formally adopted by the City.

As illustrated by Figure 4.10.1, General Plan Land Uses, the majority of the project site is designated as Land Use District No. 11, Open Space and Park District. Although parks and open space uses are the primary allowable uses within LUD No. 11, commercial and commercial recreation uses are also allowed so long as they are intended to preserve natural areas, promote the mental and physical health of the community, and improve the park patron's overall experience. The proposed project would comply with the Open Space and Park District land use designation due to multiple features characteristic of recreation uses, including the play space area, recreation area with outdoors games, and recreational equipment rentals. Therefore, no land use conflict would occur with the existing General Plan, and no mitigation is required.

Proposed General Plan Update. The City is currently in the process of updating and replacing the existing Land Use Element with an entirely new LUE that would guide future development in the City through the year 2040. The proposed Land Use Element would introduce the concept of "PlaceTypes," which would replace the traditional land uses designations and zoning classifications in the existing LUE. The updated LUE would establish 14 primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The proposed 14 PlaceTypes are as follows: (1) Open Space, (2) Founding and Contemporary Neighborhood, (3) Multi-Family Residential—Low, (4) Multi-Family Residential—Moderate, (5) Neighborhood-Serving Centers and Corridors—Low, (6) Neighborhood-Serving Centers and Corridors—Moderate, (7) Transit-Oriented Development—Low, (8) Transit-Oriented Development—Moderate, (9) Community Commercial, (10) Industrial, (11) Neo-Industrial, (12) Regional-Serving Facility, (13) Downtown, and (14) Waterfront. In total, the updated LUE proposes changes to approximately 13 percent of the land area (or the equivalent of 4,180 acres) in the City. The establishment of PlaceTypes in place of standard parcel-by-parcel land use designations would allow for greater flexibility in development types to create distinct residential neighborhoods, employment centers, and open space areas.

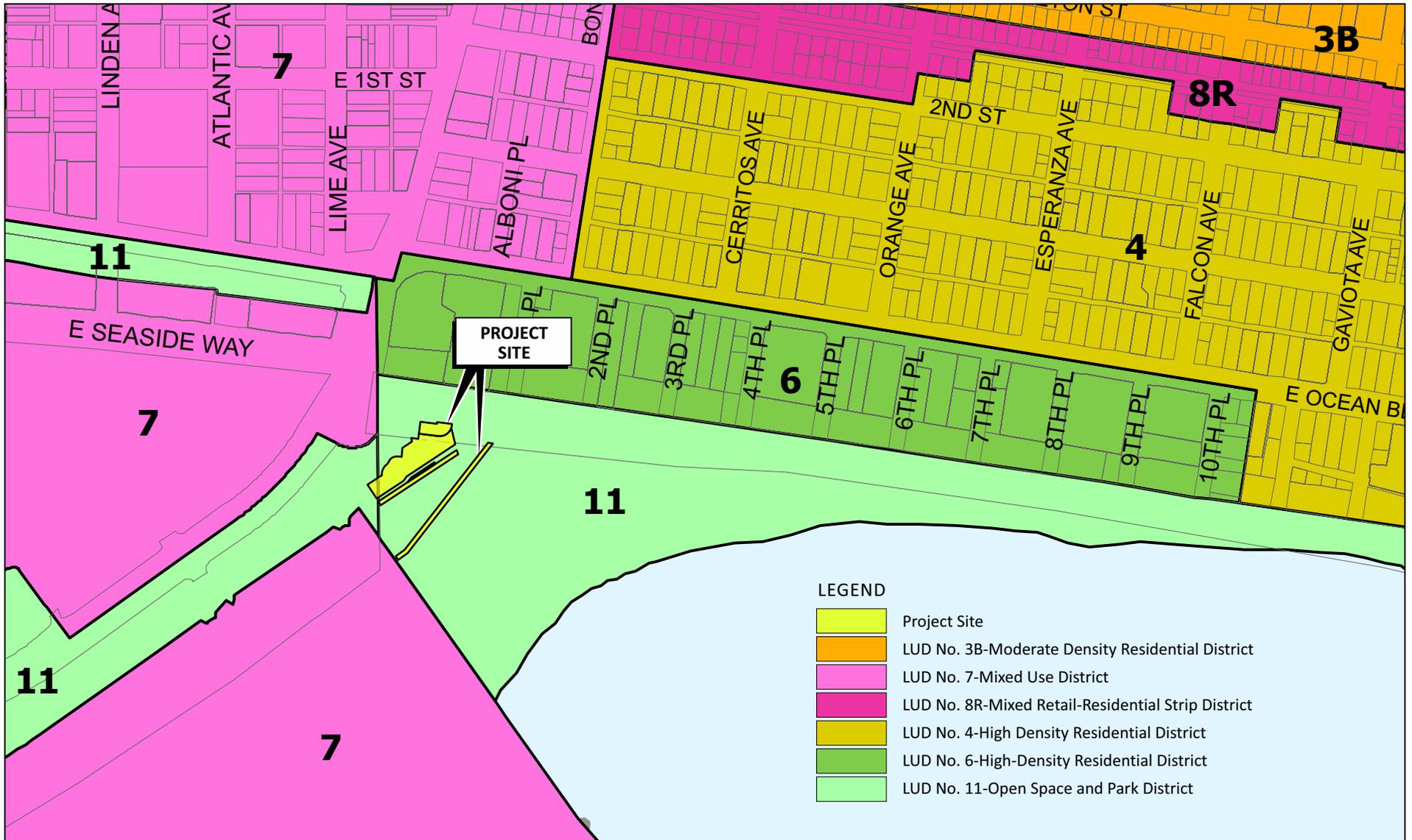


FIGURE 4.10.1

LSA



NO SCALE

SOURCE: Development Services & Dep. of Technology Services

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Alamos Beach Concession Stand
General Plan Land Uses

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The Draft LUE designates the project site as a Waterfront. This PlaceTypes primarily allows for the development of high- to moderate-density housing, open space and recreational uses, offices, retail, restaurant, and entertainment uses in the Alamitos Beach area. The proposed project would not introduce the development of any structures or new land uses on the project site. Project improvements would be limited to the redevelopment of the Alamitos Beach concession stand, the installation of a play area with associated recreational amenities, the installation of public restroom and showering facilities to serve beach users, development of a recreational rental facility, and the relocation of the existing bicycle path. Therefore, the proposed project would be consistent with the proposed Waterfront PlaceType and applicable goals, policies, and implementation strategies regulating land use on the project site under the proposed 2040 General Plan LUE. Therefore, no land use conflict would occur with the proposed General Plan Land Use Element, and no mitigation is required.

Local Coastal Program. The project site is located within the State's Coastal Zone, and is, therefore, regulated under the requirements of the CCA. Due to the site's location within the City's Coastal Zone, the City is the responsible agency for land use and planning on the project site while the Coastal Commission is responsible for issuing a Coastal Development Permit (CDP) for new development proposed on the site.

The CCA requires that all cities located within the Coastal Zone adopt a Local Coastal Program (LCP), which is used by cities to regulate local land uses and development in a manner that is consistent with goals of the CCA. Specifically, LCPs identify the location, types, densities, and other land use policies for future development within the Coastal Zone. In accordance with State law, development within the Coastal Zone in Long Beach is guided by the City's LCP, which was approved by the Coastal Commission in 1980 and subsequently revised in 1994. Because the City's LCP has been certified by the Coastal Commission, the primary responsibility for issuing CDPs is transferred from the Coastal Commission to the City for all nonshore/nonwater projects in the Coastal Zone. However, the Coastal Commission retains permanent coastal permit authority over development proposed on tidelands, submerged lands, and public trust lands. As illustrated by Figure 2.8, Coastal Zone, the project site is located in an area under the State's permit jurisdiction. Consequently, project approval would require issuance of a CDP from the Coastal Commission. Projects proposed within the Coastal Zone are required to obtain a CDP prior to commencement.

The City-certified LCP includes the project site and surrounding area. The project site is located within the Downtown Shoreline subarea of City's Coastal Zone. The City's LCP recommends the implementation of only beach-dependent recreational uses, restroom/concession facilities, bicycle paths, pedestrian walkways, landscaped areas, children's play modules, parking, and food and beverage-dispensing establishments within this area of Alamitos Beach. Additionally, the City's LCP prioritizes recreation and visitor-serving uses in the project area. The proposed project would redevelop the existing concession building on the project site and would also construct new restroom facilities, a building for water-related recreation rentals, and a children's play area. Uses included as part of the project would be consistent with allowable uses in the City's LCP and would be recreational and visitor-serving in nature. Therefore, the proposed project would be consistent with goals and policies in the City's LCP regulating land

use and development in the project area. For the reasons outlined above, no land use conflict with the City’s LCP would occur as a result of project implementation, and no mitigation is required.

California Coastal Act. As previously stated, the project site is situated in the California Coastal Zone, and as such, is regulated by the provisions of the CCA. As illustrated by Figure 2.8, Coastal Zone, the project site is located in area under the State’s permit jurisdiction. Consequently, project approval would require issuance of a CDP from the Coastal Commission. Table 4.10.A, Consistency with California Coastal Act Policies, below, outlines the proposed project’s consistency with applicable policies in the CCA.

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
<p>Section 30210: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs, and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p>	<p>Consistent. The proposed project provides for enhanced public safety needs through the redevelopment of the project site with the new concession stand/café use and the reconfiguration of the existing bicycle lane to allow for a new bicycle path south of the site. The addition of the bicycle lane is intended to reduce safety conflicts associated with pedestrians and bicyclists on the existing bicycle path. The project would also include a building on the site where visitors to Alamitos Beach could rent recreational equipment to be used at the beach, and would also include an outdoor play area. Therefore, the proposed project would provide increased recreational opportunities for all people, consistent with Section 30210 of the CCA.</p>
<p>Section 30211: Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p>	<p>Consistent. The proposed project would not interfere with the public’s right of access to the sea or beach. The proposed project would replace and upgrade existing concession stand facilities and would enhance the existing access to the coast through the installation of new modern facilities and the provision of six new parking spaces. The proposed project would maintain existing coastal access for the public, and new facilities would serve visitors and enhance the existing public recreational opportunities. Therefore, the proposed project would be consistent with Section 30211 of the CCA.</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
<p>Section 30212.5: Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>Consistent. As discussed further below, parking for the proposed project would continue to be provided by the existing parking lot on the project site and the surface parking lot south of the site. However, the proposed project would reconfigure the portion of the existing parking lot nearest to the concession stand building to allow for five additional parking spaces. Following project implementation, the project site would accommodate a total of 152 parking spaces. For reference, 40 parking spaces are required under the City’s Municipal Code. Furthermore, facilities associated with the proposed project would replace an existing use that has not induced substantial overcrowding or overuse of on-site facilities or the Alamitos Beach area. Therefore, the proposed project would be consistent with Section 30212.5 of the CCA.</p>
<p>Section 30213: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	<p>Consistent. Coastal recreation uses in the vicinity of the project site would remain available to the public following project implementation. The overall goal of the project is to provide expanded low-cost visitor and recreational facilities at Alamitos Beach. The proposed project would be accessible to the public and would include an outdoor play area for use by the public at no charge, as well as a facility for visitors to rent recreational equipment for use at the beach, and an expanded restroom facility. The project would also include the proposed concession stand/café building to provide visitors to the beach with low-cost food and drink options. These project components are consistent with the operational characteristics of the existing concession stand building, but are intended to improve its functionality and amenities provided to visitors to the beach. No substantial changes related to public recreation are anticipated after project implementation. Therefore, the proposed project would be consistent with Section 30213 of the CCA.</p>
<p>Section 30220: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p>Consistent. The proposed concession stand/café building and associated facilities are not coastal-dependent; however, the existing concession stand has been located in the Coastal Zone for over 40 years. The concession stand building has been, and would continue to remain, open to the public. Additional facilities provided by the project would be open to the public and would serve to improve recreational uses</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
	on the beach. In addition, the location of the project at the beach encourages public access and use of coastal resources. Therefore, the proposed project would be consistent with Section 30220 of the CCA.
<p>Section 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p>	<p>Consistent. The proposed project would increase opportunities for public recreational activities in the Alamitos Beach area. As previously stated, the proposed project would include a facility with recreational equipment available for rent by visitors to the beach and would provide an outdoor play area. Additionally, the project would add an additional bicycle lane south of the existing pedestrian/bicycle path on the site. The addition of this bicycle lane would serve to promote recreational activities in the area and eliminate existing safety conflicts associated with the current pedestrian/bicycle path. The proposed project is intended to serve visitors to the beach and ocean and ensures that this oceanfront land will be protected and utilized for recreational uses. Therefore, the proposed project would be consistent with Section 30221 of the CCA.</p>
<p>Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p>	<p>Consistent. The proposed project intends to replace and modernize the existing concession stand facility with an updated concession/café and visitor-serving recreation uses. The project site would remain in a developed condition, as it is in its current condition, and is not anticipated to adversely affect the biological productivity and quality of coastal waters. Additionally, as described further in Section 4.9, Hydrology and Water Quality, the proposed project would be required to implement Compliance Measures WQ-1 through WQ-4 to reduce potential impacts related to water quality. Therefore, the proposed project would be consistent with Section 30231 of the CCA.</p>
<p>Section 30232: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</p>	<p>Consistent. Accidental spillage of hazardous substances during construction is controlled through implementation of appropriate regulatory measures to ensure against any impacts resulting from accidental spills. Additionally, the project would be required to implement Mitigation Measure HAZ-3, which requires the preparation of a Contingency Plan</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
	<p>to outline procedures to be followed should unknown hazards and hazardous materials be encountered during project construction. Furthermore, the project will be required to implement Mitigation Measures HAZ-1 and HAZ-2 to reduce impacts related to the release of ACMS, LBP, PCBs and mold during demolition activities. With implementation of Mitigation Measures HAZ-1 through HAZ-3, impacts related to the release of hazardous substances would be less than significant.</p> <p>During operational activities, spillage of solvents and fuels on the site could occur; however, the uses on the site are not changing and the chemicals needed for building and landscaping maintenance are not changing following project implementation. Prevention and clean up would comply with all applicable health and safety regulations. Therefore, the proposed project would be consistent with Section 30232 of the CCA.</p>
<p>Section 30233: The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.</p>	<p>Consistent. The proposed project does not include dredging or diking of open coastal waters, wetlands, estuaries, or lakes. Therefore, Section 30233 is not applicable to the proposed project .</p>
<p>Section 30235: Revetments, breakwaters, groins, harbor channels, sea wall, cliff retaining walls, and other construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline and sand supply.</p>	<p>Consistent. The proposed project does not include any revetments, breakwaters, groins, walls, or other construction that would alter natural shoreline processes. Therefore, Section 30235 is not applicable to the proposed project.</p>
<p>Section 30240: Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be</p>	<p>Consistent. There are no environmentally sensitive habitat areas on or adjacent to the proposed project. The project site is currently developed with the existing concession stand facility. There are no native landscaping, waters, or wetland habitat that would be adversely impacted as a result of project implementation. Therefore, the proposed project</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
<p>sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>would be consistent with Section 30240 of the CCA.</p>
<p>Section 30244: Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</p>	<p>Consistent. No known archaeological resources would be impacted by project implementation, and the project site is not considered to be sensitive for archaeological resources. Additionally, there are no known paleontological resources on the project site that would be affected by project construction and implementation and the project site is not underlain by paleontologically sensitive soils. Therefore, the proposed project would be consistent with Section 30250 of the CCA.</p>
<p>Section 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coast areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas and where feasible to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p>Consistent. The proposed project improvements are intended to maximize views of the Pacific Ocean and coastal area. Specially, the concession stand would include a façade with doors that would slide open to maximize views of the Pacific Ocean, and would also include glass exterior walls on the second-story rooftop structure. Additionally, the proposed facilities have been designed to modernize the concession stand facility, while promoting visits to the project site and the greater Alamitos Beach area. The proposed project has also been designed to include building materials, such as glass, to the extent feasible, to maintain views of the coast from the project site. Furthermore, all buildings included as part of the project would be under the required height limit for development within the Park district. For the reasons outlined above, the project would serve to enhance the visual quality of the project site by constructing an improved concession stand/café building and supporting recreational facilities. All facilities would feature enhanced architectural features as compared to existing on-site facilities, and would include upgraded landscaping. No existing landforms would be altered by project implementation. Preservation of the scenic coastal character, as proposed by the project, would be consistent with the objectives of the California Coastline Preservation and Recreation Plan. Therefore, the proposed project would be consistent with Section 30251 of the CCA.</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
<p>Section 30253: New development shall: (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; (2) assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs; (3) be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development; (4) minimize energy consumption and vehicle miles traveled; and (5) where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational users.</p>	<p>Consistent. The proposed project would provide for the implementation of proposed improvements in a manner that would minimize risks to life and property through the implementation of site-specific recommendations and specifications prepared by professional engineers and others. Specifically, the proposed project would implement Compliance Measures WQ-1 through WQ-4 to reduce potential impacts related to hydrology and water quality, and would implement Mitigation Measures HAZ-1 through HAZ-3 to minimize potential impacts related to hazards and hazardous materials. The project would also be required to comply with Mitigation Measure GEO-1 to minimize impacts associated with unstable soils and to ensure the structural integrity of the facilities included as part of the project.</p> <p>While no mitigation is required to reduce project-related impacts with respect to air quality and GHGs, the proposed project would comply with Title 24 and would incorporate a number of energy-efficiency measures. Furthermore, the proposed project would reduce VMTs, as the project is primarily intended to serve existing beach users and residents in the area. As such, the project is not anticipated to significantly increase traffic demand and VMTs. Therefore, the project would be consistent with applicable regulations and thresholds with respect to air quality, including those established by the State Air Resources Control Board and the South Coast Air Quality Management District.</p> <p>As previously discussed, the proposed project would retain existing coastal access and would provide new visitor-serving uses and low-cost recreational opportunities on the site. The proposed project would revitalize the existing site which is a popular visitor destination point for local recreational users. Therefore, the proposed project would be consistent with Section 30253 of the CCA.</p>

Table 4.10.A: Consistency with California Coastal Act Policies

California Coastal Act Policies	Discussion/Analysis of the Proposed Project
<p>Section 30255: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal dependent developments shall not be sited in a wetland. When appropriate, coastal related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.</p>	<p>Consistent. The proposed project would develop the site with new recreational uses and an improved concession stand/café facility, which are intended to serve visitors to the coast. The project does not include any improvements on a designated wetland, and no coastal-dependent developments would be impacted by the proposed project. Therefore, the proposed project would be consistent with Section 30255 of the CCA.</p>

ACMs = asbestos-containing materials
 CCA = California Coastal Act
 City = City of Long Beach
 GHGs = greenhouse gases
 LBP = lead-based paint
 PCB = polychlorinated biphenyl
 VMTs = vehicle miles traveled

Zoning Code. The City’s Zoning Code is the primary implementation tool for the LUE and goals and policies contained therein. The City’s Zoning Map indicates the general location and extent of future development in the City. The City’s Zoning Ordinance, which includes the Zoning Map, describes and elaborates on the Zoning Map and contains more specific information related to permitted land uses, building intensities, and development standards.

As illustrated by Figure 4.10.2, the project site is zoned Park (P) on the City’s Zoning Map. According to Chapter 21.35, Park District, of the City’s Municipal Code, restaurants,¹ restaurant concessions, and rental uses for recreational equipment are permitted accessory uses in the Park District. The following zoning regulations are applicable to new development within the Park District: (1) a maximum building height of 30 ft, (2) the provision of adequate trash receptacles to accommodate refuse generated on the project site, (3) the installation of freestanding monument signs displaying the park’s name, the screening of maintenance and mechanical equipment from public view, (4) and the cohesive building design such that the buildings are cohesive with the surrounding environment.

The proposed project would comply with applicable provisions in the Park zoning district, as the project proposes to redevelop the site with an improved concession stand/café building with recreation uses and an outdoor play area. The tallest building on the site would be the café building, which would be a maximum of 27 ft in height (3 ft less than the maximum height requirement for the Park District). Additionally, the park would include a monument sign near the project entrance (east of plaza) and would design the buildings on the project to be consistent with the overall character of existing surrounding development and to also maximize

¹ Restaurants are conditionally permitted uses in the Park District.

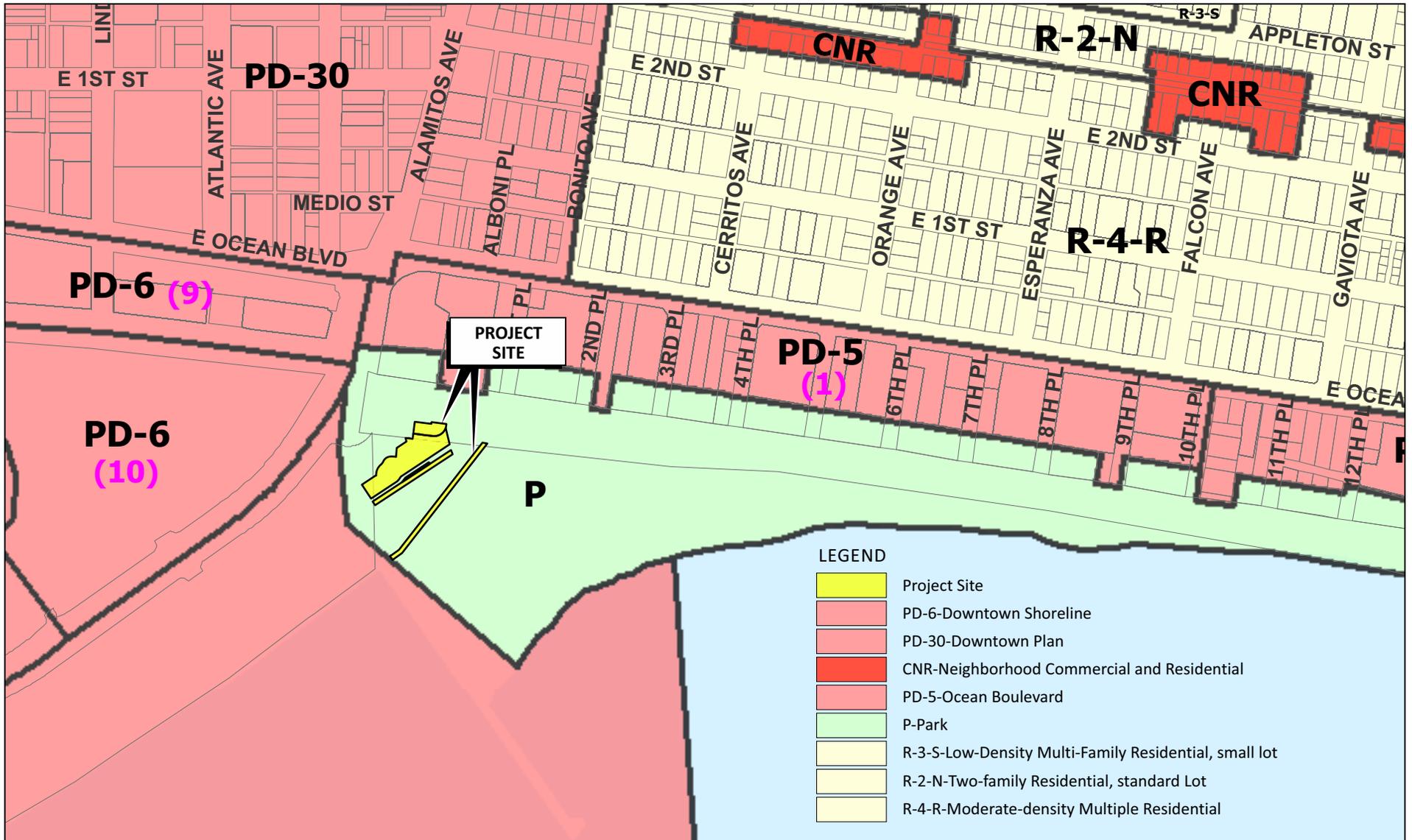


FIGURE 4.10.2

LSA



NO SCALE

SOURCE: Development Services & Dep. of Technology Services

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Alamos Beach Concession Stand
Zoning Map

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views of the Pacific Ocean. Additionally, the project would request a Conditional Use Permit (CUP) due to the proposed sale of alcoholic beverages in the main café building and would require a CUP Exemption (CUPEX) to allow for table service provided to restaurant patrons of the concession stand/café building. Therefore, the project would be consistent with the City's Zoning Code.

Parking Requirements. In order to analyze the proposed project's consistency with the City's Parking Requirements, LSA collaborated with National Data and Surveying Services (NDS) to assess the current and projected parking demands at the surface parking lot located on and directly north of the site and the surface parking lot located directly south of the site adjacent to the Marina Green. National Data and Surveying Services collected parking accumulation data within the two parking lots closest to the project site on Saturday, June 24 and on Tuesday, June 27, 2017 (Appendix H). These parking data reflect summer conditions when parking is in greatest demand. The Alamitos Beach Parking Lot (north of the project site) contains 146 parking spaces, of which 8 are reserved for vehicles displaying handicap parking placards and 2 are reserved for electric vehicles. The Marina Parking Lot (south of the project site) contains a 92-space parking lot available to the general public (i.e., vehicles do not require a boat owner parking permit). Of these 92 parking spaces, 4 are reserved for vehicles displaying handicap parking placards. In total, there are 238 parking spaces available in the two lots.

On Tuesday, peak parking demand occurred in the early evening with 122 of the 238 parking spaces occupied. On Saturday, peak parking demand was sustained from late afternoon into early evening with 159 of the 238 parking spaces occupied. During the period of highest observed parking demand (identified as a Saturday during the summer), 79 parking spaces remained available. The site plan, dated March 1, 2017, indicates that the proposed project would require 40 parking spaces. Empirical data described above indicate that sufficient parking spaces are available to accommodate this parking demand, even during the highest demand periods.

Summary. The proposed project would be consistent with all applicable land use regulations. Therefore, the proposed project would not require or necessitate a Zone Change, a Zoning Variance, or a General Plan Amendment. No mitigation is required.

(c) Would the project conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?

No Impact. The project site and the surrounding areas are not subject to any HCP or NCCP. Therefore, the proposed project would not conflict with any HCP or NCCP relating to land use planning. No mitigation is required.

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4.11 MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(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?

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA) which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being “regionally significant.” Such designations require that a Lead Agency’s land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency’s jurisdiction.

The project site has been classified by the California Department of Mines and Geology (CDMG) as MRZ-3, indicating that the project site is in an area containing mineral deposits for which the significance cannot be determined using available data. While the project site is

located in MRZ-3, there are no known mineral resources on the project site, nor is the project site designated or zoned for the extraction of mineral deposits.

According to the City's General Plan Conservation Element (1973), the primary mineral resources within the City have historically been oil and natural gas. However, over the last century, oil and natural gas extractions have been diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale compared to past levels. Additionally, according to Plate 3, Soil Profiles, of the City's General Plan Seismic Safety Element (1988) and the Geotechnical Report (AESCO; May 2017), soils on the project site predominantly consist of Artificial Fill and soils of unknown origins, which are not considered mineral resources of value.

The proposed project site does not contain oil extraction operations and has no other known mineral resources. Therefore, because no known mineral resources are present on the project site, the project would not result in the loss of a known commercially valuable mineral resource that would be of value to the region and the residents of the State. Therefore, the proposed project would not result in impacts related to the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no mitigation is required.

(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?

No Impact. As discussed in Response 4.11(a), no known valuable mineral resources exist on or near the project site, and no mineral resource extraction activities occur on the site. In addition, the project site is not located within an area known to contain locally important mineral resources. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan would occur as a result of project implementation, and no mitigation is required.

4.12 NOISE

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The following section is based on noise modeling and analysis conducted by LSA (June 2017) for the proposed project. The discussion and analysis provided in this section describes the potential short-term construction noise and vibration impacts associated with the proposed project, as well as long-term operational noise impacts.

The following provides an overview of the characteristics of sound and the regulatory framework that applies to noise and vibration impacts to sensitive receptors in the vicinity of the project site.

Characteristics of Sound. Sound is increasing to such disagreeable levels in the environment that it can threaten quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude

of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds) decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source (noise in a relatively flat environment with absorptive vegetation) decreases 4.5 dB for each doubling of distance.

There are many metrics used to rate potential noise impacts. First, the determination of the source type is made, stationary or non-stationary. For the purposes of noise analyses, non-stationary sources include roadway traffic as well as train and aircraft operations which are often governed by criteria presented in the jurisdiction's Noise Element of the General Plan. For all stationary sources, which also includes mobile noise sources located within specific property boundaries, the appropriate noise criteria are often contained in the local jurisdiction's Municipal Code.

The base metric for assessing noise level impacts is the equivalent continuous sound level (L_{eq}) which calculates the total sound energy of time-varying noise over a sample period. For stationary sources that operate intermittently within an hour, percentile noise levels are used for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same. Should a source operate for a period of less than one minute or creates impact noise the

maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period, is utilized. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise as well as the appropriate percentile noise level criteria.

To assess non-stationary noise sources, the predominant rating scales for human communities in the State of California are the Community Noise Equivalent Level (CNEL) and the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term traffic noise impact assessment.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed area.

Applicable Noise and Vibration Standards. The City of Long Beach regulates construction noise based on the criteria presented in the Municipal Code Noise Ordinance. Section 8.80.202 of the City Municipal Code provides the following applicable regulations related to construction noise:

- A. Weekdays and Federal Holidays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the

following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday.

- B. Saturdays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday, except for emergency work authorized by the Building Official.
- C. Sundays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity at any time on Sunday, except for emergency work authorized by the Building Official or except for work authorized by permit issued by the Noise Control Officer.
- D. Owner's/Employer's Responsibility. It is unlawful for the landowner, construction company owner, contractor, subcontractor or employer of persons working, laboring, building, or assisting in construction to permit construction activities in violation of provisions in this Section.
- E. Sunday Work Permits. Any person who wants to do construction work on a Sunday must apply for a work permit from the Noise Control Officer. The Noise Control Officer may issue a Sunday work permit if there is good cause shown; and in issuing such a permit, consideration will be given to the nature of the work and its proximity to residential areas. The permit may allow work on Sundays, only between nine a.m. and six p.m., and it shall designate the specific dates when it is allowed.

Additionally, Section 8.80.200G of the City's Municipal Code provides the following direction regarding vibration impacts:

“Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet (150') (forty-six (46) meters) from the source if on a public space or public right-of-way. For the purposes of this subsection, “vibration perception threshold” means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such directed means as, but not limited to, sensation by touch or visual observation of moving objects.”

Sections 8.80.150 through 8.80.170 of the City's Municipal Code provide exterior and interior noise standards which are presented in Tables 4.12.A, Exterior Noise Limits, L_n (dBA), and 4.12.B, Interior Sound Levels L_n (dBA), respectively, for various land uses. For exterior noise limits, the L_{50} criterion, which represents all sources operating for a period of 30 minutes to an hour as well as the L_{25} , L_8 , L_2 , and L_{max} criteria are presented. For interior noise impact assessment, the L_8 , L_2 , and L_{max} criteria are utilized. In the event that alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the standard limits set forth in the tables below shall be reduced by 5 decibels.

Table 4.12.A: Exterior Noise Limits, L_N (dBA)

Receiving Land Use	Time Period	L ₅₀	L ₂₅	L ₈	L ₂	L _{max}
Residential (District One)	Night: 10:00 PM–7:00 AM	45	50	55	60	65
	Day: 7:00 AM–10:00 PM	50	55	60	65	70
Commercial (District Two)	Night: 10:00 PM–7:00 AM	55	60	65	70	75
	Day: 7:00 AM–10:00 PM	60	65	70	75	80
Industrial (District Three)	Anytime ¹	65	70	75	80	85
Industrial (District Four)	Anytime ¹	70	75	80	85	90

Source: City of Long Beach Municipal Code.

¹ For use at boundaries rather than for noise control within industrial districts.

dBA = A-weighted decibels

L_{max} = maximum sound level

L_N = percentile noise exceedance level

L₅₀ = noise level representing the median noise level; half the time, the noise level exceeds this level, and half the time, it is less than this level

L₂₅ = the noise level exceeded 25 percent of the time during a stated period

L₈ = the noise level exceeded 8 percent of the time during a stated period

L₂ = the noise level exceeded 2 percent of the time during a stated period

Table 4.12.B: Interior Sound Levels, L_N (dBA)

Receiving Land Use	Time Interval	L ₈	L ₂	L _{max}
Residential	10:00 PM–7:00 AM	35	40	45
	7:00 AM–10:00 PM	45	50	55
School	7:00 AM–10:00 PM (while school is in session)	45	50	55
Hospital and other noise-sensitive zones	Anytime	40	45	50

Source: City of Long Beach Municipal Code.

dBA = A-weighted decibels

L_{max} = maximum sound level

L_N = percentile noise exceedance level

L₈ = the noise level exceeded 8 percent of the time during a stated period

L₂ = the noise level exceeded 2 percent of the time during a stated period

Thresholds of Significance

A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and the goals of the community in which the project is located. The applicable noise standards governing the project site are the criteria in the City’s Noise Ordinance. Typically, compliance with the City’s Municipal Code is used to determine when a project results in a significant impact.

Sensitive Land Uses in the Project Vicinity

The project site is located directly north and west of Alamitos Beach and northeast of Marina Green Park. The nearest sensitive receptors include the beach and park areas located within 50 ft of the project site as well as the high-rise multifamily residences located approximately 310 ft north of the project site.

(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?

Less Than Significant Impact with Mitigation Incorporated.

Construction Noise Impacts. Short-term noise impacts would occur during demolition and construction of the proposed project. Construction-related, short-term noise levels would be higher than existing ambient noise levels in the study area, but would cease once project construction is completed.

Two types of short-term noise impacts could occur during project construction. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on roads accessing the project site. Shoreline Drive and Ocean Boulevard would be used to access the project site. Although there would be a relatively high single-event noise exposure potential from truck pass-bys, 84 dBA L_{max} at 50 ft as shown in Table 4.12.C, Typical Maximum Construction Equipment Noise Levels (L_{max}), the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly and daily traffic volumes on Shoreline Drive and Ocean Boulevard. Since construction-related vehicle trips would not approach hourly and daily traffic volumes mentioned above, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would be less than significant.

The second type of short-term noise impact is related to noise generated during project construction. Construction is conducted in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics and the character of the noise generated on site. Therefore, the noise levels will vary as construction progresses. Despite the variety in the types and sizes of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.12.C lists the maximum noise levels for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor.

Typical maximum noise levels range up to 85 dBA L_{max} at 50 ft during the noisiest construction phases. Site preparation, which includes excavation and grading, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes graders, excavators, bulldozers, backhoes and front loaders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Construction of the proposed project is expected to require on-site use of front-end loaders, bulldozers, and graders. Noise associated with the use of construction equipment is estimated to be between 80 and 85 dBA L_{max} at a distance of 50 ft from the active construction area during

Table 4.12.C: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Dozer	40	85
Excavator	40	85
Forklift	40	85
Generator	50	82
Grader	40	85
Front-End Loader	40	80
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: Federal Highway Administration. 2006. *Roadway Construction Noise Model*.

dBA = A-weighted decibel

ft = foot/feet

L_{max} = maximum noise level

grading. As shown in Table 4.12.C, the maximum noise level generated by each bulldozer is assumed to be approximately 85 dBA L_{max} at 50 ft from the bulldozer. Each front-end loader would generate approximately 80 dBA L_{max} at 50 ft. The maximum noise level generated by each grader is approximately 85 dBA L_{max} at 50 ft from the grader. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment operates as an individual point source. For example, two of the same pieces of construction equipment operating at the same location and generating a noise level of 85 dBA L_{max} at a distance of 50 ft would result in a noise level of 88 dBA L_{max} (85 dBA + 85 dBA = 88 dBA). Therefore, the worst-case composite noise level at a distance of 50 ft from the active construction area would be 89 dBA L_{max} (85 dBA + 80 dBA + 85 dBA = 89 dBA).

The closest areas to the proposed project site are the Alamitos Beach and the Marina Green Park, which are located within 50 ft of the project site; however, these uses are considered active areas and not traditionally noise-sensitive. The nearest noise-sensitive receptors in the vicinity of the project site are the high-rise multifamily residences located approximately 310 ft north of the project site boundary.

In general, doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA. The residential uses located approximately 310 ft

from the project site may be subject to short-term construction exterior noise levels that may reach up to 73 dBA L_{max} . With windows and doors closed, interior noise levels at the closest residential uses would reach up to 49 dBA L_{max} (exterior noise level of 73 dBA minus the building construction reduction of 24 dBA). With windows and doors opened, interior noise levels at these residential uses would reach up to 61 dBA L_{max} (73 dBA – 12 dBA = 61 dBA).

Compliance with the City's Noise Ordinance would ensure that construction noise would limit the disturbance to the beach and park users, as well as to the residential users during the times they are most likely to be home or during hours when ambient noise levels are likely to be lower (i.e., at night). Although construction noise would be higher than the ambient noise in the project vicinity, construction noise would cease to occur once project construction is complete. Mitigation Measure NOI-1 would limit construction hours and require the implementation of noise-reducing measures during construction. Therefore, with implementation of mitigation, construction activity noise impacts would be less than significant.

Operational Impacts. Potential long-term noise impacts associated with project operations would include human activity, such as talking at the outdoor seating area of the concession stand, landscape maintenance activities, play space activities, heating, ventilation, and air conditioning (HVAC) equipment operations, a speaker to call out food orders, and occasional live music on the rooftop of the concession stand.

Noise levels generated from human activity from the outdoor eating area and landscaping maintenance activities would be similar to existing noise levels or incrementally higher and would not be considered substantial. Therefore, the noise levels generated from human activity and landscaping maintenance activities would be less than significant.

Below is a detailed discussion on noise impacts generated from traffic noise, the play space, HVAC equipment, speaker used for food orders, and rooftop speakers.

Traffic Noise. The proposed project would not generate a significant number of new daily traffic trips to the project site because it consists of the rebuilding of an existing concession stand intended to serve existing beach residents and patrons. The threshold for noise normally perceptible by the human ear in an outdoor environment is 3 dBA. As a rule of thumb, it takes a doubling of noise-generating sources, in this case vehicles, to result in an increase of 3 dBA. Operations associated with the proposed project are not anticipated to lead to a substantial increase or doubling in the number of vehicles at the project site. Therefore, the long-term noise levels associated with increased traffic are not anticipated to be significant as a result of the proposed project, and would have a less than significant impact.

Play Space Noise. Noise levels generated from play space noise are regulated by Section 8.80.130 of the City Municipal Code, which prohibits people from generating loud and unnecessary or unusual noise that disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. Excessive noise levels generated from the proposed play space would

be handled by the Long Beach Police Department on a case-by-case basis. In addition, activities that would occur at the proposed play space would be similar to the activities of the existing and surrounding beach and park areas and associated noise levels are, therefore, considered less than significant.

HVAC Noise. Rooftop HVAC units, included as part of the proposed project, typically would generate noise levels that range from 75 to 82 dBA L_{eq} at 3 ft based on reference noise measurements (Trane 2002). This noise level would equate to 41 dBA L_{max} at 350 ft, the distance from the proposed concession stand to the multifamily residences. This noise level assumes no noise attenuation from enclosures or the roof line.

Additionally, the American Society of Heating, Refrigeration and Air Conditioning Engineers Code of Recommended Practices and the City's Municipal Code Section 8.80.200(N) include standards restricting HVAC units from exceeding noise levels of 55 dBA at any point on a neighboring property line, and 50 dBA outside the neighboring living area window nearest the equipment location. Mitigation Measure NOI-2 would require that during final design of the proposed project, the operator/tenant of the proposed project shall obtain from an acoustical consultant, a memorandum confirming that the HVAC equipment would comply with the Municipal Code standards. With the implementation of Mitigation Measure NOI-2, noise levels generated by the HVAC equipment would be less than significant.

Public Announcement Speaker and Live Music. The proposed project includes a public announcement (PA) speaker to call out food orders from the concession stand. The potential noise impacts from operation of the Public Announcement (PA) speaker are heavily dependent on the volume setting and directionality of the speaker. .

The maximum noise level requirements in this section take into account the City's Noise Ordinance which specifies "if the subject noise includes music or speech conveying information, the applicable noise standard is reduced by 5 dBA". Noise levels generated from the PA system would be required to limit maximum noise levels to 87 dBA L_{max} and 82 dBA L_{max} at a distance of 25 ft in order to remain in compliance with the City's exterior daytime and nighttime L_{max} noise standards, respectively, at a distance of 350 ft at the nearest residence. Mitigation Measure NOI-3 would require that prior to the opening on the concession stand, the owner/operator obtain a memorandum from an acoustical consultant to determine, through noise monitoring, that compliance with the Municipal Code for both daytime and nighttime hours is being achieved. If it is discovered that noise level impacts exceed the City's exterior noise level requirements, additional mitigation would be recommended by an acoustical engineer, which may include, but not be limited to, speaker noise level restriction and additional noise barriers. With the implementation of Mitigation Measure NOI-3, noise levels generated by the PA speaker would be less than significant.

In addition to the PA speaker, the project proposes to have live music events on the concession stand rooftop. Noise levels generated from the sound system used for live music would also be required to limit hourly noise levels to 67 dBA L_{eq} and 62 dBA L_{eq} at a distance of 25 ft in order to remain in compliance with the City's exterior daytime and nighttime L_{eq}

standards, respectively, at a distance of 350 ft at the nearest residence. Based on the current plans for the project, a plexi-glass roof-top perimeter barrier is proposed to be constructed which has the potential to greatly reduce noise levels if the speaker height remains below the top of barrier. Mitigation Measure NOI-4 requires that due to the varying noise levels that may be generated by on-site events and due to the number of instruments being used, types of music, and, most importantly, speaker volume, it is recommended that during the first three events that utilize amplified speakers and that are representative of a typical event, noise monitoring be completed such that compliance with the City's Noise Ordinance be determined. If it is discovered that noise level impacts exceed the City's exterior noise level requirements, additional mitigation would be recommended by an acoustical engineer, which may include, but would not be limited to, speaker noise level restriction and additional noise barriers.

Mitigation Measure:

The following measures would reduce short-term, construction-related noise impacts resulting from the proposed project to a less than significant level.

NOI-1 Construction Noise. Prior to issuance of building permits, the City of Long Beach (City), or its designee, (or its contractor), shall verify that grading and construction plans include the following requirements to ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved:

- Construction activities occurring as part of the project shall be subject to the limitations and requirements of the City Municipal Code, which states that construction activities shall occur only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and from 9:00 a.m. to 6:00 p.m. on Saturdays. No outdoor noise-generating construction activity is allowed on Sundays.
- During all project area excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project area.
- Construction staging areas shall be located as far away from sensitive receptors as possible during all phases of construction.

Mitigation Measures:

The following measures would reduce long-term, operational noise impacts resulting from the proposed project to a less than significant level.

NOI-2 HVAC Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that the operator/tenant of the proposed project has obtained from an acoustical consultant, a memorandum confirming that the heating, ventilation, and air conditioning (HVAC) equipment would comply with the Municipal Code standards.

NOI-3 PA Speaker Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that an acoustical engineer has verified that operation of the Public Announcement (PA) speaker is in compliance with the City's exterior maximum noise standards at the surrounding sensitive land uses. Measures capable of reducing the noise levels include, but are not limited to:

- Reducing the source levels;
- Directing the speakers away from adjacent noise-sensitive land uses; and
- Using highly directional speakers.

NOI-4 Speaker System Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that an acoustical engineer has verified that operation of the live music speaker system is in compliance with the City's exterior maximum noise standards at the surrounding sensitive land uses. Due to the varying noise levels that may be generated by on-site events and due to the number of instruments being used, types of music, and most importantly, speaker volume, it is recommended that during the first three events that utilize amplified speakers and that are representative of a typical event, noise monitoring be completed such that compliance with the City's Noise Ordinance can be determined. If it is discovered that noise level impacts exceed the City's exterior noise level requirements, additional mitigation would be recommended by an acoustical engineer that may include, but would not be limited to, speaker noise level restriction and additional noise barriers.

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

Less Than Significant Impact with Mitigation Incorporated.

Temporary Impacts. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings near an active construction area may experience these vibrations, which range from imperceptible, low rumbling sounds to perceptible vibrations to, in extreme cases, noticeable vibration levels. Typically, construction-related vibration does not reach vibration levels that would result in damage to nearby structures.

The Caltrans *Transportation and Construction Vibration Guidance Manual* (September 2013) shows that the vibration damage threshold for continuous/frequent intermittent sources is 0.10 peak-particle velocity (PPV) (inches per second [in/sec]) for fragile buildings, 0.25 PPV (in/sec) for historic and some old buildings, 0.3 PPV (in/sec) for older residential structures, and 0.5 PPV for new residential structures. The manual shows the vibration annoyance potential criteria to be barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), and strongly perceptible at 0.10 PPV (in/sec) for continuous/frequent intermittent sources. These thresholds were used to evaluate the potential for short-term, construction-related, ground-borne vibration impacts during construction of the proposed project.

Bulldozers and trucks used for construction of the proposed project would generate the highest ground-borne vibration levels. Based on the Caltrans *Transportation and Construction Vibration Guidance Manual*, a large bulldozer and loaded trucks would generate vibration levels of 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 ft. Other construction equipment and activities would generate vibration levels much lower than those of bulldozers and loaded trucks and would, therefore, result in lower vibration levels. Based on the worst-case condition, the closest building from the project boundary (the high-rise multifamily residential building located approximately 310 ft to the north of the project site), would experience vibration levels of up to 0.006 PPV (in/sec). This vibration level would be barely perceptible and well below the damage threshold for new and older residential buildings.

People using the sandy beach located approximately 50 ft from the project boundary would experience vibration levels of up to 0.04 PPV (in/sec). This vibration level could be distinctly perceptible and could result in annoyance from people using the beach and park when users are in close proximity to the active construction area. There are no building structures in this area. Short-term construction impacts related to ground-borne vibration or ground-borne noise would be temporary in nature and would cease upon construction. Mitigation Measure NOI-5 would require the Construction Contractor to post information associated with potential vibration impacts during construction. Therefore, with implementation of mitigation, construction activity vibration impacts would be less than significant with mitigation.

Mitigation Measure:

The following measure would reduce short-term, temporary vibration impacts resulting from the proposed project to a less than significant level.

NOI-5 Construction Vibration. Prior to the commencement of any construction activities, the City Director of Development Services, or designee, shall verify that the operator/tenant of the proposed project has agreed to post signs at the project site notifying surrounding receptors that vibration from construction activities may be perceptible within 50 feet.

Operational Impacts. Due to the proposed nature of the concession stand project, operation of the proposed project would not generate ground-borne noise or vibration. Therefore, no ground-borne noise and ground-borne vibration impacts would occur, and no mitigation is required.

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

Less Than Significant Impact with Mitigation Incorporated. As previously stated, the proposed project would generate a nominal increase in traffic noise because the increase in trips would be minimal as the proposed project is the rebuilding of an existing concession stand which already serves existing beach residents and patrons.

Potential long-term permanent noise impacts associated with project operations would include human activity, such as talking at the outdoor seating areas and on the roof deck, play space noise, HVAC noise, and landscaping maintenance activities. Noise generated from human activities and landscaping maintenance activities would be similar to the existing condition or incrementally higher and considered less than significant.

As discussed above in Response 4.12(a), operational noise from the PA/sound system or the HVAC system could result in exceedances of the exterior and interior noise standards at nearby sensitive receptors. However, with implementation of Mitigation Measures NOI-2 and NOI-3, interior and exterior noise levels generated by the PA/sound system and the HVAC system would be less than significant.

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

Less Than Significant With Mitigation Incorporated. Refer to Response 4.12(a) above. Compliance with construction hours specified in the City's Municipal Code and required in Mitigation Measure NOI-1 would ensure that potential short-term increases in ambient noise levels due to construction activities would be reduced to a less than significant level.

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

No Impact. The project site is not within an airport land use plan. The closest airport to the project site is the Long Beach Municipal Airport, which is located approximately 4 miles

northeast from the project site. Furthermore, the proposed project would be located outside of the 65 dBA impact zone associated with the Long Beach Municipal Airport. Therefore, people working at or visiting the concession stand would not be exposed to excessive noise levels generated by the airport, and no impacts would occur.

(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located in the vicinity of a private airstrip and the proposed project would be located outside of the 65 dBA impact zone associated with the Long Beach Municipal Airport. Therefore, people working at or visiting the concession stand would not be exposed to excessive noise levels generated by private airstrips and no impacts would occur.

4.13 POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace substantial numbers 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"/>

Impact Analysis:

(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)?

No Impact. The proposed project would redevelop the project site with an improved concession stand/café and recreational/open spaces uses. The proposed project does not include the construction of any new residences and is intended for use by the existing population. Furthermore, the proposed project would not generate a substantial number of new jobs. Therefore, the project would not result in growth-inducing impacts, and no mitigation is required.

(b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would redevelop the project site with an improved concession stand/café and recreational/open spaces uses. There is no housing currently present on the project site. Consequently, housing displacement would not occur as a result of project implementation. Therefore, the proposed project would not result in an impact to the displacement of housing, and no mitigation is required.

(c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would redevelop the project site with an improved concession stand/café and recreational/open spaces uses. There are currently no structures or housing units located on the project site. Therefore, no people would be displaced as a result of project implementation and no mitigation is required.

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4.14 PUBLIC SERVICES

Would the project:

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

Impact Analysis:

(a) (i) **Would the project result in substantial adverse physical impacts associated with the provision of or 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?**

Less Than Significant Impact. Fire protection services would be provided to the proposed project by the Long Beach Fire Department (LBFD). The LBFD provides fire protection, emergency medical and rescue services, hazardous inspection and response, and public education activities to the City’s approximately 469,000 residents. Currently, the LBFD has a total of 23 stations in the City.¹ The closest fire stations to the project site are Fire Station No. 1, located at 100 Magnolia Avenue (approximately 1.5 miles northwest of the site), and Fire Station No. 2, located at 1645 E. 3rd Street (approximately 1.5 miles northeast of the site). Currently, LBFD has 527 full-time equivalent uniformed and civilian personnel budgeted.²

The LBFD is divided into four primary bureaus: Operations, Fire Prevention, Support Services, and Administration. The Fire Prevention Bureau is responsible for preventing fires, fire code enforcement, plan check, investigations and arson prosecution, records management, and community services and education. The Support Service Bureau consists of the Emergency Medical Services (EMS) Division and Training Division, and also oversees information technology, communications, fire fleet, and apparatus management. The Operations Bureau is responsible for managing the following: daily field operations in Districts 1, 2, and 3, including fire

¹ Long Beach Fire Department (LBFD). Station Locations. Website: <http://www.longbeach.gov/fire/station-locations/> (accessed April 17, 2017).

² LBFD. Welcome. Website: <http://www.longbeach.gov/fire/> (accessed June 14, 2017).

suppression, personnel management, and fire/non-fire response activities; Special Operations, which consists of Airport, Port, Fireboats, Urban Search and Rescue, Hazardous Materials, Strike Team/Mutual Aid, and Terrorism/Weapons of Mass Destruction Operations; and the Marine Safety and Lifeguard Division, which is responsible for ensuring the safe and lawful use of beaches, oceanfront property, waterways, and marinas in the City. Lastly, the Administration Bureau is responsible for the fiscal management of the LBFD.

According to the City's 2016 Adopted Budget, in Fiscal Year 2015, the LBFD responded to over 58,000 calls for service. Approximately 85 percent were related to medical emergencies, which totaled approximately 47,400 emergency responses. The LBFD's current response time goal is no more than 6 minutes, 20 seconds, or less, 90 percent of the time for firefighting and emergency services. However, the actual response rate within the response time goal was projected to be 86 percent. As such, the LBFD is not currently meeting its current response time goals. As discussed in Section 4.16, Transportation/Traffic, the proposed project would not result in a substantial increase in traffic congestion or significant impacts at local intersections that would delay emergency vehicles.

Although the project site is located within a Critical Fire Zone¹ according to the Fire Hazards Area Map in the City's General Plan Public Safety Element (1975), the site is not located within a Special Fire Protection Area or Fire Hazard Severity Zone on the Statewide Cal Fire Map for the Los Angeles Region.² Furthermore, the site is located adjacent to Alamitos Beach and the shoreline and is not adjacent to vegetation that could produce wildfires.

Emergency access to the project site would be provided by Beach Access Road via East Shoreline Drive. In addition, the proposed project would comply with all Fire Code requirements and the proposed site plan would require approval by the LBFD prior to project implementation. The proposed project would not impair emergency response vehicles, increase times response times, and would not substantially increase calls for service. As such, the response profile for the area would not be significantly impacted in terms of service delivery, staffing requirements, facilities, and equipment following project implementation.

Although the proposed project would replace and expand the existing concession stand, the project is intended to serve existing visitors to the Alamitos Beach area and would not significantly increase visitors to the site. Consequently, LBFD would be able to maintain current levels of service provided to the project site following project implementation. Therefore, the proposed project would result in less than significant impacts to fire protection services and would not necessitate new fire protection facilities. No mitigation is required.

(a) (ii) Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of

¹ Critical Fire Zones are defined in the Public Safety Element of the City's General Plan as areas with high-rise development, shopping centers, hospitals, dense hazard concentrations (tenements), public assembly uses, hazardous industrial activities, storage warehouses, and inaccessible properties.

² California Department of Forestry and Fire Protection. Website: http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Los_Angeles.pdf (accessed May 2, 2017).

which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less Than Significant Impact. Police protection and law enforcement services are provided to the City by the Long Beach Police Department (LBPD). The LBPD is currently divided into four primary patrol bureaus — the East, West, North, and South Divisions.¹ Although the East Patrol Division's substation serves as the headquarters for the LBPD, the project site is serviced by the South Division located at 400 W. Broadway, approximately 1.2 miles west of the site.

According to the City's 2016 Adopted Budget, in Fiscal Year 2015, officer responses to calls for service was projected to be approximately 600,000, which is higher than in previous years. The LBPD attributes this increase in calls for service to their community outreach efforts that encourage citizens to report suspicious activities more frequently. In addition, the LBPD responded to Priority 1 calls (related to life-threatening emergencies) with an average response time of 4.9 minutes. The LBPD's current response time goal is no more than 5.0 minutes. As such, the LBPD is currently meeting its current response time goals.

Although the proposed project includes replacement and expansion of the existing concession stand on the project site, the project is intended to serve existing visitors to the Alamitos Beach area. Consequently, the project would not significantly increase visitors on the site that would result in an increased demand for police services. Additionally, given the size of the proposed project and the nature of the proposed uses, the proposed project would result in less than significant impacts related to policing demand or necessitate the need for new police facilities. No mitigation is required.

(a) (iii) Would the project result in substantial adverse physical impacts associated with the provision of or 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?

No Impact. The City is served by the Long Beach Unified School District (LBUSD). Approximately 75,000 students from preschool to high school are currently enrolled in one of LBUSD's 84 public schools. The LBUSD currently operates schools located within the City of Long Beach, as well as schools located in the Cities of Lakewood, Signal Hill, and Avalon (on Catalina Island). More than 12,000 full-time and part-time employees work at the school district, making it the largest employer in Long Beach.²

The proposed project does not include any residential uses or business uses that would increase population growth, generate an increased demand for school facilities, or require the construction of school facilities. Therefore, the project would not result in increases for or other

¹ Long Beach Police Department (LBPD). Patrol Bureau. Website: <http://www.longbeach.gov/police/about-the-lbpd/bureaus/patrol-bureau/patrol-bureau/> (accessed April 17, 2017).

² Long Beach Unified School District (LBUSD). About. Website: <http://www.lbusd.k12.ca.us/District/> (accessed June 22, 2017).

effects on public school services in this part of the City of Long Beach, and no mitigation is required.

- (a) (iv) Would the project result in substantial adverse physical impacts associated with the provision of or 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?**

Less than Significant Impact. The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. LBPRM is comprised of five bureaus: Animal Care Services, Business Operations, Community Recreation Services, Marine, and Maintenance Operations. The Marina Green, an 11-acre park that runs parallel to East Shoreline Drive, is immediately adjacent to the existing concession stand.

According to the City's Draft General Plan Urban Design Element (2017), the City has over 100 parks and more than 2,750 acres of recreational space. A portion of the proposed project is located on the northern end of the Marina Green. The portion of the project that would be developed on the Marina Green would be a recreational play area and would serve to offset the loss of passive open space provided by the Marina Green. Therefore, the proposed project would result in less than significant adverse impacts related to park facilities and would not necessitate the need for new park facilities. No mitigation is required.

- (a) (v) Would the project result in substantial adverse physical impacts associated with the provision of or 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?**

Less than Significant Impact. The Long Beach Public Library (LBPL) system is comprised of the Main Library and 11 branches, which collectively house over 800,000 volumes.¹ The Main Library was constructed in 1977 and is located at 101 Pacific Avenue, approximately 1 mile from the project site. Amenities include a Family Learning Center, an auditorium, community meeting spaces, and public-use computers. Due to its proximity, the Main Library would be the primary facility that would service the project site.

The proposed project would not develop the site with any residential uses and as such, would not result in population growth that would generate an increased demand for public facilities such as libraries. While it is possible that visitors to the project site may be drawn to local library facilities when in the area, the impact will not significantly affect LBPL system performance, and would not require the expansion of libraries within the City. Therefore, the proposed project would have a less than significant impact on other public facilities (e.g., libraries, City staff), and no mitigation is required.

¹ Long Beach Public Library (LBPL). Facts and Figures. Website: http://www.lbpl.org/info/about/facts_and_figures.asp (accessed February 1, 2017).

4.15 RECREATION

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

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

Less Than Significant Impact. The proposed project involves the redevelopment of the existing Alamitos Beach concession stand. The purpose of the proposed project is to expand and improve the existing concession stand, provide a new building for the rental of recreational equipment, and provide restroom facilities for use by visitors to the site and the Alamitos Beach area. As stated in Section 4.14, Public Services, the Marina Green is an 11-acre park that runs parallel to East Shoreline Drive, located immediately adjacent to the existing concession stand. A portion of the proposed project would be located on the northern end of the Marina Green, which would include a recreational play area and would serve to offset the loss of passive open space by the remainder of the project.

Although the project may result in the increased use of the concession stand/café and play area as compared to existing conditions, the project would improve the overall character and quality of recreational facilities on the site and surrounding area. Additionally, it is not anticipated that the increase in visitors would result in substantial or accelerated physical deterioration of the park facilities. Furthermore, the proposed project would not develop the site with residential or business uses that would increase population or employment growth that could result in the accelerated use of existing recreational facilities within the project vicinity. Therefore, the proposed project would result in less than significant impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required.

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

Less Than Significant Impact. Development of the proposed project could result in potentially significant physical impacts to the environment. However, there is no identifiable physical

impact to the environment that is unique to recreation resources. Rather, potential impacts relate to separate environmental topics that are discussed throughout this IS/MND. For example, the proposed project could result in impacts associated with construction air quality and GHG emissions, which are addressed in separate topical discussions. All potentially significant impacts to the environment can be mitigated to a less than significant level, as described throughout this document. The proposed project is itself a concession stand/café and includes a recreational play area as a primary project component. The proposed project would not require the construction or expansion of other recreational facilities that may have adverse physical effects, and no mitigation is required.

4.16 TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Substantially increase hazards due to a design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

This section analyzes the circulation impacts that may result due to development of the proposed project. The analysis contained in this section is based on the net new trip generation of the project and the established thresholds for analysis.

Impact Analysis:

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

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

Less Than Significant Impact. The proposed project involves the redevelopment of a concession stand building. The primary patrons of the concession stand are existing visitors to the Alamitos Beach area. Similarly, the patrons of the proposed equipment rental facility would be the existing visitors to the Alamitos Beach area because the proposed equipment rental facility replaces an equipment rental at the existing concession stand. As such, the proposed project is not anticipated to generate new trips for the sole purpose of accessing the concession stand, equipment rental, and associated play area. However, the project includes a rooftop dining area that could serve to draw new visitors to Alamitos Beach exclusively to visit the rooftop dining area. The trip generation potential of the rooftop dining area was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Ninth Edition (2012). As illustrated in Table 4.16.A, Project Trip Generation, below, the rooftop dining area has the potential to generate 216 new trips per day of which 2 new trips would occur during the a.m. peak hour and 18 new trips would occur in the p.m. peak hour.

The City considers Level of Service (LOS) D as the upper limit of satisfactory operations for total intersection operation. Mitigation is required for any signalized intersection where a project’s traffic causes an increase in volume to capacity ratio of 0.02 or greater when the intersection is operating at LOS E or F in the baseline condition. Traffic generated by the proposed project is equivalent to approximately 1 percent of the capacity of a travel lane, which has a maximum potential to increase the volume to capacity ratio of an intersection by 0.01. The maximum impact possible from the proposed project is lower than the City’s threshold of significance. Therefore, the proposed project would result in a less than significant impact related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. No mitigation is required.

Table 4.16.A: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates (land use code)¹									
Quality Restaurant (931)		TSF	89.95	0.54	0.27	0.81	5.02	2.47	7.49
Trip Generation									
Rooftop Building plus Dining Deck	2,398	TSF	216	1	1	2	12	6	18
Total Trip Generation			216	1	1	2	12	6	18

¹ Trip rates referenced from the ITE *Trip Generation Manual*, Ninth Edition (2012).

ADT = average daily trips

ITE = Institute of Transportation Engineers

TSF = thousand square feet

- (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 and highways?**

Less Than Significant Impact. The Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Congestion Management Program (CMP) in 2010. This CMP provides guidelines for analyzing a project's impact to CMP-monitored facilities. The CMP states that the study area is determined by identifying all CMP arterial monitoring intersections where the project will add 50 or more trips during either the a.m. or p.m. peak hours. As previously stated, the proposed project would generate 2 new trips in the a.m. peak hour and 18 new trips in the p.m. peak hour. The project does not meet the established threshold for analyzing CMP facilities. Therefore, the proposed project would result in a less than significant impact related to conflict with an applicable CMP. No mitigation is required.

- (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?**

No Impact. The project site is approximately 6 miles southwest of Long Beach Municipal Airport, which is the nearest airport to the project site. The heights of the concession stand (27 ft at its zenith) and supplementary buildings, light standards, and other project features on the site would not be of sufficient height to modify the existing air traffic patterns at the airport. Therefore, the proposed project would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. No mitigation is required.

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

Less Than Significant Impact. The proposed project would not result in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The proposed additional bicycle lane would reposition an existing sharp curve in the alignment of the existing bicycle path, which would serve to decrease hazardous safety conditions associated with the existing bicycle path. Therefore, the proposed project would result in a less than significant impact related to hazards associated with a design feature, and no mitigation is required.

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

Less Than Significant Impact. Emergency access to the project site would be provided by Beach Access Road via Ocean Boulevard. Access to/from the site must be designed to City standards and would be subject to review by the LBFD and the LBPD for compliance with fire and emergency access standards and requirements. Therefore, approval of the project plans would ensure that the proposed project's impact related to emergency access would be less than significant, and no mitigation is required.

(f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. As stated previously, non-motorized access to the project site from the beach is currently provided via the existing pedestrian and bicycle path located directly south of the project site. Pedestrian and bicycle access to/from the project site would be available via public sidewalks and walkways along the beaches and adjacent to the project site. Bicycle access to/from the project site is also available via the adjacent local streets. Long Beach Transit currently operates bus routes on Ocean Boulevard and Alamitos Avenue in the vicinity of the project site. A Metro Blue Line station is located approximately 0.6 mile from the site.

The proposed project also takes into account all modes of transportation. For example, the project would improve the existing bicycle path located south of the site to reduce existing safety hazards associated with the bicycle path and pedestrian path. As a part of the proposed project, a bicycle lane would be added and would reposition a sharp curve in the existing alignment, which currently poses a problem for pedestrian safety. Additionally, the site would continue to be accessible to pedestrians visiting the Alamitos Beach area. Mass transit would not be affected by project implementation. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise degrade the performance or safety of such facilities. Impacts are considered less than significant, and no mitigation would be required.

4.17 TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

This section analyzes the tribal cultural resources impacts that may result due to development of the proposed project. The analysis contained in this section is based on letters received from Native American representatives in response to Assembly Bill 52 (AB 52) consultation efforts. These responses are provided in Appendix I of this MND.

Impact Analysis:

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

The following responses address the thresholds in 4.18(a) and 4.18(b) Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives Lead Agencies the discretion to

determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

The City sent letters for the purposes of AB 52 consultation to the following representatives on June 14, 2017:

- Andrew Salas-Gabrieleno Band of Mission Indians-Kizh Nation
- John Tommy Rosas-Tongva Ancestral Tribal Nation
- Rosemary Morillo-Soboba Band of Luiseno Indians
- Anthony Morales-Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Robert Dorame-Gabrieleno Tongva Indians of California Tribal Council
- Linda Candelaria-Gabrieleno-Tongva Tribe
- Sandone Goad-Gabrieleno/Tonga Nation

In an email dated July 14, 2017, Mr. Salas requested consultation. The City responded to Mr. Salas via email on July 17, 2017, asking to schedule a conference call for consultation. The City subsequently consulted with Mr. Salas on July 26, 2017, regarding the proposed project. During this consultation, the City informed Mr. Salas of the project details and Mr. Salas opined that the project would not impact tribal cultural resources. Mr. Salas restated his assertion that the project would not impact tribal cultural resources in an email to City staff on July 26, 2017.

As previously discussed, the property does not meet any of the California Register criteria and the existing buildings on the project site do not qualify as “historical resources” as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC 5020.1(k). Furthermore, the project site is not considered sensitive for archaeological and/or paleontological resources. Therefore, on this basis and as a result of the City’s consultation with the Gabrieleno Band of Mission Indians, the City has concluded that the proposed project would result in less than significant impacts to unknown burial tribal cultural resources, and no mitigation would be required.

4.18 UTILITIES/SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 or collection 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 insufficient 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 wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

(a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed project is not a wastewater treatment facility and is not subject to the wastewater treatment requirements of the Los Angeles RWQCB. Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collection and treatment because impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with the water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that

POTWs can discharge. These permits also contain pollutant monitoring, record-keeping, and reporting requirements. Each POTW that intends to discharge into the nation's waters must obtain a WDR prior to initiating its discharge.

Implementation of the proposed project involves the redevelopment and expansion of the existing concession stand (which includes a restaurant and café) and restrooms. These uses will result in the generation of wastewater. The City of Long Beach is located within the service territory of the Sanitation Districts of Los Angeles County (LACSD). The majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP), and the remaining portion is delivered to the Long Beach Water Reclamation Plant (WRP). The JWPCP has a total permitted capacity of 400 million gallons per day (mgd) of wastewater and treats up to 260 mgd¹; the WRP currently treats up to 25 mgd.² Because JWPCP and WRP are considered POTWs, operational discharge flows treated at these plants would be required to comply with applicable WDRs issued by the Los Angeles RWQCB. Compliance with conditions or permit requirements established by the City as well as WDRs outlined by the Los Angeles RWQCB would ensure that wastewater discharges from the project site and treated by the wastewater treatment facility system would not exceed applicable Los Angeles RWQCB wastewater treatment requirements. In addition, the proposed project is anticipated to generate 3,918 gallons per day (gpd) of wastewater, which is less than 0.01 percent of the available daily treatment capacity at both JWPCP and WRP, respectively.

Although the project facilities will be expanded from the existing use, overall wastewater generation will be similar to current conditions. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of JWPCP and Long Beach WRP and would not result in the facilities exceeding wastewater treatment requirements. Therefore, impacts related to wastewater treatment requirements would be less than significant, and no mitigation is required.

(b) Would the project require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

Water. Delivery of domestic water service in the City is provided by the Long Beach Water Department (LBWD). The City's two primary sources of water supply are groundwater and imported water. Nearly half of the City's water supply is met due to groundwater wells located throughout and owned by the City. The Long Beach Groundwater Treatment Plant has the capacity to treat up to 62.5 million gpd of groundwater.³ The other half of the City's water is

¹ Sanitation Districts of Los Angeles County (LACSD). Joint Water Pollution Control Plant. Website: <http://www.lacsd.org/wastewater/wwfacilities/jwpcp/> (accessed April 17, 2017).

² LACSD. Long Beach Water Reclamation Plant. Website: http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp (accessed April 17, 2017).

³ Long Beach Water Department (LBWD). Groundwater Treatment Plant. Website: <http://www.lbwater.org/groundwater-treatment-plant> (accessed April 26, 2017).

comprised of treated surface water purchased from the Metropolitan Water District of Southern California (MWD). This surface water originates from the Colorado River Aqueduct and the Northern California Bay-Delta region.¹ Additionally, reclaimed water is treated at the Long Beach WRP and is used for the irrigation of schools, golf courses, parks, and greenbelts. As discussed in Response 4.18(a), the WRP currently has a capacity of 25 mgd.

The City's water supply system provides reliable service to a population of nearly half a million people within the service area. According to the City's 2015 Urban Water Management Plan (UWMP), the total projected water demand for the retail customers served by the City is approximately 55,206 acre-feet (af) annually. The City consumed approximately 59,542 af in 2015, and the projected water demand for 2020 is 59,106 af per year. According to the 2015 UWMP, the City's water supplies are projected to meet full service demands due to projected increases in efficiency and water conservation.

The proposed project would use a total of approximately 4,624 gpd of water for indoor uses.² The project site contains existing water services in support of the existing concession stand building, but services will need to be extended to the point of connections at the new building. As stated previously, the proposed project will involve the redevelopment of a concession stand, including a restaurant and café, and restroom facilities. However, the operation of these facilities will not be considerably expanded as compared to existing conditions. Therefore, it is not anticipated that operation of the redevelopment will result in an increase in potable water usage.

The project would also include landscaped areas that would require a new automatic drip irrigation system on the project site. The system would be installed with a programmable weather-smart controller and would be drought-tolerant to achieve maximum water efficiency. Consequently, this increased demand for irrigated water is anticipated to be minimal³ (295 gpd of outdoor water uses) and would be within the existing service capacity (25 mgd) of the Long Beach WRPs. Therefore, implementation of the proposed project would not require or result in the construction of new or expanded water treatment facilities, and no mitigation would be required.

Wastewater. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines in the City. As stated in Response 4.18(a), LACSD is the primary agency responsible for treatment operations once the wastewater passes through the City's system. The LBWD delivers over 40 million gpd of wastewater to LACSD facilities for treatment.⁴

LACSD is responsible for the collection, treatment, and disposal of domestic, commercial, and industrial wastewater generated by over 5.6 million people living and working in Los Angeles

¹ LBWD. Sources of Water. Website: <http://www.lbwater.org/sources-water>, (accessed April 17, 2017).

² CalEEMod outputs for the proposed project. August 2017.

1.68765 million gallons per year (mgy) of indoor water uses (the equivalent of 4,919 gpd).

³ CalEEMod outputs for the proposed project. August 2017.

0.107722 mgy of outdoor water uses (equivalent of 295 gpd).

⁴ LBWD. Sewage Treatment. Website: <http://www.lbwater.org/sewage-treatment> (accessed June 9, 2017).

County. LACSD facilities would receive wastewater generated from the proposed project. The majority of wastewater generated in the City is treated at LACSD's JWPCP in Carson; treated wastewater is discharged into the Pacific Ocean. The remaining portion of the City's wastewater is delivered to the WRP, located at 7400 E. Willow Street in Long Beach. Treated wastewater from the WRP is used to irrigate various forms of landscape and recharge the groundwater basin. As previously stated, average flows for JWPCP and WRP are 260 million mgd and 25 mgd, respectively. The combined average flow at both plants is 285 mgd.

The project site contains existing sewer services in support of the existing concession stand building, but services will need to be extended to the point of connections at the new building. In addition, with food services being proposed, a grease interceptor would be required prior to waste entering the sanitary sewer system. According to the 2014 Long Beach Sewer System Management Plan (SSMP), facilities where food is prepared and served to the public are required to install and maintain an approved grease interceptor to prevent excessive discharge; total oil and grease in the wastewater discharge is required to be less than 600 milligrams per liter.

The proposed project would generate a total of approximately 4,427 gpd of wastewater¹, which is less than 0.01 percent of the available daily treatment capacity at both the JWPCP and WRP, respectively. Both plants are in compliance with the Los Angeles RWQCB's wastewater treatment requirements and have the capacity to accommodate the increased wastewater flows from the proposed project. Therefore, development of the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or expansion of existing facilities other than those facilities to be constructed on site. Project impacts related to the construction of wastewater treatment or collection facilities would be less than significant, and no mitigation would be required.

(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?

Less than Significant Impact. Within the City of Long Beach Public Works Department, the Stormwater/Environmental Compliance Division is responsible for maintaining the storm drain system and monitoring stormwater quality. Development of the proposed project includes the redevelopment of a concession stand building, which would result in new, expanded facilities. Implementation of the proposed project would increase the impervious surface area on the project site, which would increase runoff from the site. Landscaping included as part of the project would capture stormwater runoff to offset an increase in flow. Additionally, Compliance Measure WQ-3, which requires preparation of a Final LID Plan that details the LID BMPs that would be implemented to capture stormwater runoff and reduce impacts to existing water

¹ Wastewater is generally assumed to be 90 percent of a project's total water demand. The project's total water demand for outdoor and indoor water uses would be 4,949 gpd (4,624 gpd of indoor water uses + 295 of outdoor water uses = 4,919 gpd). Therefore, the project's wastewater demand is anticipated to be 4,427 gpd.

drainage facilities during operation. Therefore, with implementation of Compliance Measure WQ-3, the proposed project would not exceed the capacity of downstream stormwater drainage facilities or cause the expansion of existing facilities. No mitigation is required.

(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?

Less Than Significant Impact. As previously stated in Response 4.18(b), above, a relatively moderate increase in water use from implementation of the proposed project would result from the irrigation of the proposed landscape areas. The proposed project would not necessitate new or expanded water entitlements, and the City would be able to accommodate the increased demand for potable water. Therefore, incremental water demand increases from the proposed project would be within the LBWD's current and projected water supplies available to serve the project, and would not require new or expanded entitlements. Therefore, impacts related to water supplies would be less than significant, and no mitigation would be required.

(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?

Less Than Significant Impact. As previously stated in Response 4.18(b), above, the proposed project would increase wastewater demand on site. However, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the treatment plants that currently serve the City. Therefore, the wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater generation are less than significant, and no mitigation would be required.

(f) Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The Long Beach Public Works Department provides a wide range of services to the City including waste collection, which is administered through the Environmental Services Bureau. Citizens and businesses in the City generate approximately 368,000 tons of solid waste per year. Within the City, collection of solid waste is contracted to EDCO. EDCO collects solid waste, green waste (e.g., grass clippings and tree and shrub clippings), and items for recycling. The City provides two different carts for automated collection of trash, recyclables, and green waste.¹

Solid waste, excluding recyclables, is collected from residential, commercial, and industrial properties and delivered to the Southeast Resource Recovery Facility (SERRF), located at 120 Pier S Avenue in Long Beach. SERRF is owned by a joint powers authority between LACSD and the City of Long Beach, but is operated by a private company under contract. Solid waste is sent

¹ Environmental Services Bureau. Automated Refuse Collection. Website: http://www.longbeach-recycles.org/refuse_collection/automated_collection.htm (accessed June 9, 2017).

to the facility where it is processed through one of three boilers and incinerated in order to produce electricity. The electricity is used to operate the facility and the remainder is sold to Southern California Edison. Using mass burn technology, the facility reduces the volume of solid waste by about 80 percent, while also recovering about 825 tons of recycled metal per year. SERRF processes an average of 1,290 tons of municipal solid waste per day; it has the capacity to process 1,380 tons of solid waste per day.¹ As a result, SERRF has a remaining capacity to process an additional 90 tons of solid waste per day. Following combustion, ash byproduct is transported to a local landfill where it is used as a road base material. LACSD operates two sanitary landfills, including the Scholl Canyon Landfill and Calabasas Landfill. The Scholl Canyon Landfill at 7721 North Figueroa Street in Los Angeles is the closest LACSD landfill to the project site.

Construction of the proposed project would require the demolition of the existing building and associated foundations. The majority of waste generated during demolition and construction activities would be building materials (e.g., concrete, dirt, and waste generated by construction workers). The generation of construction waste would be temporary, would cease upon construction completion, and would not be substantial. Non-hazardous waste from project construction activities would be recycled to the extent feasible, and where necessary, would be disposed of through SERRF. Section 18.67.020 of the City's Municipal Code stipulates that construction projects valued over \$75,000 and all demolition projects are required to divert at least 60 percent of project-related construction and demolition materials. Thus, the proposed project would be required to meet the City's waste diversion requirement. Furthermore, construction waste is anticipated to be minimal compared to waste generated throughout the lifetime of the project during operation.

As described further in Section 4.13. Population and Housing, the proposed project includes the redevelopment of a concession stand that would not result in any increase in population or employment. However, the proposed improvements included as part of the project may result in increased visitors to the site. Specifically, the proposed project would generate a total of approximately 0.17 ton of solid waste per day (64.05 tons per year) during project operation.² As stated previously, SERRF has the capacity to process an additional 90 tons of solid waste per day. The incremental increase of solid waste generated by the proposed project would constitute less than 0.01 percent of the remaining daily available capacity at SERRF. Therefore, solid waste generated by the proposed project would not cause the capacity of SERRF to be exceeded. The proposed project would result in a less than significant impact to solid waste and landfill facilities, and no mitigation would be required.

¹ LACSD. Southeast Resource Recovery Facility (SERRF) Brochure. Website: <http://lacsd.org/solidwaste/swfacilities/rtefac/serrf/brochure.asp> (accessed June 9, 2017).

² CalEEMod output files for the GHG analysis. August 2017. Also note that the solid waste generated by the proposed project does not factor in the solid waste currently generated by the existing café emissions.

(g) Would the project comply with federal, State, and local statutes and regulations related to solid wastes.

Less Than Significant Impact. The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. The City provides curbside recycling for residential, commercial, and industrial uses, which counts toward the City's solid waste diversion rate. In addition, the City collects curbside residential green waste, which also counts toward the City's diversion rate. These efforts, combined with SERRF, have resulted in one of the highest waste diversion rates in the nation. In 2006, the City reported a 69 percent waste diversion rate to the California Integrated Waste Management Board, surpassing the required rate by nearly 20 percent.¹

As stated in Response 4.17(f), above, the proposed project would be required to meet the City's construction waste diversion requirement (Section 18.67.020 of the Municipal Code). In addition, the proposed project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed project would comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation of the project. Therefore, the proposed project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.

¹ City of Long Beach. Sustainable Long Beach. Waste Diversion. Website: <http://www.longbeach.gov/sustainability/green-urban-services/waste-reduction/> (accessed June 9, 2017).

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4.19 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

Impact Analysis:

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

Less than Significant Impact with Mitigation Incorporated. The project site is in an urbanized coastal area immediately adjacent to a beach and the Pacific Ocean. While no portion of the project site contains an open body of water, the Pacific Ocean is located directly south of the site and serves as natural habitat in which fish exist. Construction and operation of the project would adhere to Compliance Measures WQ-1 through WQ-4, which require compliance with the Construction General Permit, compliance with the Groundwater Discharge Permit, preparation of a final Low Impact Development Plan, and preparation of a final Hydrology Report. Adherence to the provisions outlined in Compliance Measures WQ-1 through WQ-4 would reduce project impacts with respect to water quality, thereby reducing potential adverse impacts to fish habitats and wildlife in the Pacific Ocean and adjacent bodies of water to a less than significant level.

The disturbed nature of vegetation, soil, and sand on the site, and the site's geographical isolation from native habitat, offers little potential for special-status plant species to occur on the project site. In addition, while special-status animal species could potentially occur in some of the adjacent open space habitat, they are not expected to occur within the project limits due to the high level of recreational users on the beach. Due to the urban nature of the site and the prevalence of nonnative ornamental landscaping, impacts to candidate, sensitive, or special-status plant and animal species would be less than significant. Based on the Project Description and the preceding responses, development of the proposed project does not have the potential to degrade the quality of the natural environment. Implementation of the proposed project would include the relocation of some nonnative landscaping, including mature trees. The proposed project would also include the planting of a variety of drought-tolerant landscaping, shrubs, and grassy areas throughout the site. The existing on-site trees may provide suitable habitat for nesting birds, some of which are protected by the MBTA. Disturbing or destroying active nests that are protected is a violation of the MBTA. In addition, nests and eggs are protected under California Fish and Game Code Section 3503. Adherence to Mitigation Measure BIO-1 would ensure that the project complies with the MBTA. Additionally, Mitigation Measure BIO-1 requires nesting bird surveys if any vegetation or tree removal occurs between January 15 and September 1 to reduce potential project impacts related to migratory birds. With implementation of Mitigation Measure BIO-1, potential impacts to biological resources would be less than significant.

There are no previously recorded cultural resources within the project area. Because the project site was originally located along the beach at and below the water level, and because substrate on the site is composed of sand that naturally accumulated or was bulldozed into place, it is unlikely that the project site contains cultural resources. Furthermore, soils on the project site have been disturbed previously from development of the existing concession stand building, and any unknown archaeological resources would have likely been unearthed at the time of the previous disturbance on the project site. In addition, the potential for paleontological resources on the project site is considered low because soils on the project site are predominantly man-made fill and sand. The shallowest depth at which fossils were recovered near the project site was 25 ft below the surface, and ground-disturbing activities for the project are only expected to extend to approximately 5 ft. Therefore, new ground-disturbing activities associated with project construction activities are unlikely to disturb any previously unknown archeological and/or paleontological resources for the following reasons: the majority of the site has previously been disturbed; the remainder of the project site is located on a sandy beach; and the shallow depth at which ground-disturbing activities are expected to occur. However, in the unlikely event that human remains are discovered on the project site, Compliance Measure CUL-1 requires notification of the proper authorities and adherence to standard procedures for the respectful handling of human remains. Implementation of Compliance Measure CUL-1 would reduce any potential impacts to previously undiscovered cultural resources, paleontological resources, or human remains to a less than significant level.

Mitigation Measures: Refer to Compliance Measures WQ-1 through WQ-4, as well as Compliance Measures BIO-1 and CUL-1.

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

Less than Significant Impact. The project site is currently developed with uses similar to the proposed project, and is located in an urbanized coastal area. The proposed project involves the redevelopment of a concession stand and related facilities, including a restroom and a recreational equipment storage building. The proposed project would rely on and can be accommodated by the existing road system, public parks, public services, and utilities. As discussed in Response 4.19(a), the proposed project would not result in or contribute to a significant biological or cultural impact. Based on the Project Description and the preceding responses, impacts related to the proposed project are less than significant or can be reduced to less than significant levels with incorporation of mitigation measures. Therefore, the proposed project’s contribution to any significant cumulative impacts would be less than cumulatively considerable.

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

Less than Significant Impact with Mitigation Incorporated. The project site is currently developed and is located in an urbanized coastal area. The proposed project involves the redevelopment of a concession stand and related facilities, including a restroom and a recreational equipment storage building. The proposed project would be consistent with all applicable zoning regulations. Therefore, the proposed project would not require or necessitate a Zone Change, a Zoning Variance, or a General Plan Amendment. In addition, the proposed project is consistent with the City’s LCP and the CCA, which prioritizes recreation and visitor-serving uses in the project area. Furthermore, the proposed project would result in less than significant impacts with respect to air quality and GHG emissions, and less than significant impacts with respect to noise and hazards with the incorporation of Mitigation Measures NOI-1 through NOI-5 and HAZ-1 through HAZ-3, respectively. Based on the Project Description and the preceding responses, development of the proposed project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed project would be mitigated to a less than significant level.

Mitigation Measures: Refer to Compliance Measures WQ-1 through WQ-4, BIO-1, and CUL-1, as well as Mitigation Measures AES-1, BIO-1, GEO-1, HAZ-1 through HAZ-3, and NOI-1 through NOI-5.

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5.0 MITIGATION MONITORING AND REPORTING PROGRAM

5.1 MITIGATION MONITORING REQUIREMENTS

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

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

5.2 MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program has been prepared in compliance with PRC Section 21081.6. The program describes the requirements and procedures to be followed by the City of Long Beach to ensure that all mitigation measures adopted as part of the proposed project would be carried out as described in this Initial Study/Mitigated Negative Declaration (IS/MND). Table 5.A lists each of the mitigation measures specified in this IS/MND and identifies the party or parties responsible for implementation and monitoring of each measure.

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
4.1 Aesthetics		
<p>Mitigation Measure AES-1: Maintenance of Construction Barriers. Prior to issuance of any construction permits, the City of Long Beach (City) Development Services Director, or designee, shall verify that construction plans include the following note: During construction, the Construction Contractor shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner. In the event that unauthorized materials or markings are discovered on any temporary construction barrier or temporary pedestrian walkway, the Construction Contractor shall remove such items within 48 hours.</p>	<p>City of Long Beach Development Services Director, or designee/ Construction Contractor</p>	<p>Prior to issuance of any construction permits/ during construction</p>
4.2 Agriculture and Forest Resources		
<p>The proposed project would not result in significant adverse impacts related to agriculture. No mitigation would be required.</p>		
4.3 Air Quality		
<p>The proposed project would not result in significant adverse impacts related to air quality. No mitigation would be required.</p>		

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
4.4 Biological Resources		
<p>Mitigation Measure BIO-1: Migratory Bird Treaty Act. Tree and vegetation removal shall be restricted to outside the likely active nesting season (January 15 through September 1) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds’ nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction is proposed between January 15 and September 1, a qualified biologist familiar with local avian species and the requirements of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code shall conduct a preconstruction survey for nesting birds no more than 3 days prior to construction. The survey shall include the entire area that will be disturbed. The results of the survey shall be recorded in a memorandum and submitted to the City of Long Beach (City) Parks, Recreation, and Marine Director within 48 hours. If the survey is positive, and the nesting species are subject to the MBTA or the California Fish and Game Code, the memorandum shall be submitted to the California Department of Fish and Wildlife (CDFW) to determine appropriate action. If nesting birds are present, a qualified biologist shall be retained to monitor the site during initial vegetation clearing and grading, as well as during other activities that would have the potential to disrupt nesting behavior. The monitor shall be empowered by the City to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.</p>	<p>City of Long Beach Parks, Recreation, and Marine Director, or designee</p>	<p>Three (3) days prior to commencement of construction activities</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p>Compliance Measure BIO-1: Local Tree Removal Ordinances. Prior to the start of any demolition or construction activities, the City of Long Beach (City) Parks, Recreation, and Marine Director, or designee, shall obtain a tree removal permit from the City’s Director of Public Works in the event any trees are required to be removed as part of the project. A City-approved Construction Plan shall be submitted with the permit to remove tree(s). The City-approved Plan shall show that the existing City (parkway) tree has a direct impact on the design and function of the proposed project. The City shall incur all removal costs, including site cleanup, make any necessary repair of hardscape damage, and replace the tree. The removed tree shall be replaced with an approved 15-gallon tree and payment of a fee that is equivalent to a City-approved 15-gallon tree.</p>	<p>City of Long Beach Parks, Recreation, and Marine Director, or designee</p>	<p>Prior to the start of any demolition or construction activities</p>
<p>4.5 Cultural Resources</p>		
<p>Compliance Measure CUL-1: Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner shall be notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With</p>	<p>City of Long Beach Development Services Department, or designee</p>	<p>In the event that human remains are encountered on the project site</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure	
<p>the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Long Beach shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the City of Long Beach Development Services Department, or designee, shall verify that all grading plans include notes specifying the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98</p>			
4.6 Geology and Soils			
<p>Mitigation Measure GEO-1:</p>	<p>Incorporation of and Compliance with the Recommendations in the Geotechnical Study. All grading operations and construction shall be conducted in conformance with the recommendations included in the <i>Geotechnical Report for the Alamitos Beach Concession Buildings, 780 East Shoreline Drive Long Beach, California</i> (May 30, 2017), prepared by AESCO. Recommendations found in the geotechnical document address topics including but not limited to:</p> <ul style="list-style-type: none"> • Earthwork, including site preparations, soil replacement, compaction standards, and fill placement; 	<p>City of Long Beach Engineer, or designee</p>	<p>Prior to the start of grading activities</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<ul style="list-style-type: none"> • Liquefaction; • Foundations, including foundation design parameters, reinforced foundation systems, and the overexcavation of shallow soils; • Seismic design parameters; • Concrete flatwork, including slabs, pavement, walkways, and design of these features; • Soil corrosion; and • Utility trenches. <p>Additional site grading, foundation, and utility plans shall be reviewed by the project Geotechnical Consultant prior to construction to check for conformance with the recommendations of this report. The project Geotechnical Consultant shall be present during site grading and foundation construction to observe and document proper implementation of the geotechnical recommendations. The City shall require the project Geotechnical Consultant to conduct observations and field testing during the following construction activities:</p> <ul style="list-style-type: none"> • Excavation and backfill for footings and subgrade for slabs on grade; • Placement of fill and backfill; • Backfilling of utility trenches; • Concrete placement of slabs, foundation, and pavement; and 		

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<ul style="list-style-type: none"> Installation of foundation and slab reinforcement. <p>Grading plan review shall also be conducted by the City of Long Beach Engineer, or designee, prior to the start of grading to verify that requirements developed during the preparation of Geotechnical Report (AESCO) have been appropriately incorporated into the project plans. Design, grading, and construction shall be performed in accordance with the requirements of the City Building Code and the California Building Code applicable at the time of grading, as well as the recommendations of the project Geotechnical Consultant as summarized in the final Geotechnical Report subject to review by the City Engineer, or designee, prior to the start of grading activities. The final Geotechnical Report shall present the results of observation and testing done during grading activities.</p>		
4.7 Greenhouse Gas Emissions		
The proposed project would not result in significant adverse impacts related to greenhouse gas emissions. No mitigation would be required.		
4.8 Hazards and Hazardous Materials		
Mitigation Measure HAZ-1:	Abatement of ACMs and Universal Wastes. Wherever evidence of asbestos-containing materials (ACMs) and fluorescent light tubes are present in areas proposed for demolition, all such materials shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 Code of Federal Regulations [CFR], Subchapter R, Toxic Substances Control Act [TSCA], Part 763). During demolition, air monitoring shall be	Chief of the Long Beach Fire Department, or designee Prior to the commencement of demolition activities and during demolition activities

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p>completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., South Coast Air Quality Management District [SCAQMD]) and to provide safety to workers and the adjacent community. The City shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the Chief of the Long Beach Fire Department (LBFD), or designee, showing that abatement of any ACMs identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agencies, including, but not limited to those promulgated by the Occupational Safety and Health Administration (OSHA), the United States Environmental Protection Agency (EPA), the California Occupational Safety and Health Administration (Cal/OSHA), the California Environmental Protection Agency (Cal/EPA), the California Department of Homeland Security (Cal-DHS), the Department of Toxic Substances Control (DTSC), and the SCAQMD (40 CFR, Subchapter R, TSCA, Parts 716 and 763). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM to remain in place, if any, and shall be reviewed and approved by the LBFD.</p>		

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p>Mitigation Measure HAZ-2: Disposal or Recycling of Fluorescent Light Tubes. Wherever evidence fluorescent light tubes are present in areas proposed for demolition, all such materials shall be removed and properly recycled or taken to a household hazardous waste disposal facility, a universal waste handler (e.g., storage facility or broker) or an authorized recycling facility (Title 22, Division 4.5, Chapter 23, Section 66273.8), in accordance with regulations established by the DTSC. The City shall provide documentation to the Chief of the LBFD, or designee, showing that all fluorescent light tubes identified in these structures have been disposed of or recycled in full compliance with all applicable regulations established by the DTSC and the California Department of Resources Recycling and Recovery (CalRecycle).</p>	<p>Chief of the Long Beach Fire Department, or designee</p>	<p>Prior to the commencement of demolition activities and during demolition activities</p>
<p>Mitigation Measure HAZ-3: Contingency Plan. Prior to commencement of grading activities, the City of Long Beach (City) Fire Department (LBFD), or designee, shall review and approve a contingency plan that addresses the procedures to be followed should on-site unknown hazards or hazardous substances be encountered during demolition and construction activities. The plan shall indicate that if construction workers encounter underground tanks, gases, odors, uncontained spills, or other unidentified substances, the contractor shall stop work, cordon off the affected area, and notify the LBFD. The LBFD responder shall determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations.</p>	<p>Director of the County Environmental Health Division, or designee</p>	<p>Prior to commencement of grading activities</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
4.9 Hydrology and Water Quality		
<p>Compliance Measure WQ-1: Construction General Permit. Prior to issuance of a grading permit, the City of Long Beach (City) Development Services Director, or designee, shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System [NPDES} No. CAS000002) (Construction General Permit) if the disturbed soil area during construction exceeds 1 acre. This shall include submission of Permit Registration Documents, including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB). The Construction Contractor shall ensure that a Storm Water Pollution Prevention Plan (SWPPP) is prepared and implemented for the project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The SWPPP shall serve as the project Erosion and Sediment Control Plan (ESCP), in compliance with the City of Long Beach MS4 Permit (Order No. R4-2014-0024, NPDES No. CAS004003). If it is determined during final design that the disturbed soil area would be less than 1 acre, the project would be exempt from coverage under the Construction General</p>	<p>City of Long Beach Development Services Director, or designee</p>	<p>Prior to issuance of a grading permit</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p>Permit and the project would be exempt from coverage under the Construction General Permit and the above requirements would not be applicable</p>		
<p>Compliance Measure WQ-2: Groundwater Discharge Permit. During groundwater dewatering activities, the Construction Contractor shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, Permit No. CAG994004) (Groundwater Discharge Permit), or subsequent permit. The Construction Contractor shall comply with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. The City Development Services Director, or designee, shall submit a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board (RWQCB) at least 60 days prior to the start of dewatering. Upon completion of groundwater dewatering activities, the City of Long Beach shall submit a Notice of Termination to the Los Angeles RWQCB.</p>	<p>City Development Services Director, or designee</p>	<p>During groundwater dewatering activities/ 60 days prior to the start of dewatering</p>
<p>Compliance Measure WQ-3: Final Low Impact Development Plan. In compliance with the City of Long Beach MS4 Permit and as specified in Chapter 18.74, Low Impact Development Standards, of the City of Long Beach Municipal Code, the City Development Services Director, or designee, shall ensure that a Final Low Impact Development (LID) Plan, or equivalent, is prepared for the project prior to issuance of a grading permit. The LID Plan shall be prepared consistent with the requirements of the <i>City of Long Beach Low Impact</i></p>	<p>City Development Services Director, or designee,</p>	<p>Prior to issuance of a grading permit</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p><i>Development (LID) Best Management Practices (BMP) Design Manual</i> (February 2013; revised December 2013) and shall include BMPs to be incorporated into the project to target pollutants of concern in runoff from the project site.</p>		
<p>Compliance Measure WQ-4: Final Hydrology Report. Prior to issuance of grading permits, the City Development Services Director, or designee, shall ensure that a final hydrology report, or equivalent, is prepared and approved by the City. The hydrology report shall demonstrate, based on hydrologic calculations, that the project’s on-site storm conveyance and retention facilities, including landscaped areas, are designed in accordance with the requirement of the Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual.</p>	<p>City Development Services Director, or designee</p>	<p>Prior to issuance of grading permits</p>
<p>4.10 Land Use/Planning</p>		
<p>The proposed project would not result in significant adverse impacts related to land use/planning. No mitigation would be required.</p>		
<p>4.11 Mineral Resources</p>		
<p>The proposed project would not result in significant adverse impacts related to mineral resources. No mitigation would be required.</p>		
<p>4.12 Noise</p>		
<p>Mitigation Measure NOI-1: Construction Noise. Prior to issuance of building permits, the City of Long Beach (City), or its designee, (or its contractor), shall verify that grading and construction plans include the following requirements to ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved:</p>	<p>City of Long Beach, its designee, or its contractor</p>	<p>Prior to issuance of building permits/during construction activities/ during all project area excavation and on-site grading</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure	
<ul style="list-style-type: none"> • Construction activities occurring as part of the project shall be subject to the limitations and requirements of the City Municipal Code, which states that construction activities shall occur only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and from 9:00 a.m. to 6:00 p.m. on Saturdays. No outdoor noise-generating construction activity is allowed on Sundays. • During all project area excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project area. • Construction staging areas shall be located as far away from sensitive receptors as possible during all phases of construction. 			
<p>Mitigation Measure NOI-2:</p>	<p>HVAC Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that the operator/tenant of the proposed project has obtained from an acoustical consultant, a memorandum confirming that the heating, ventilation, and air conditioning (HVAC) equipment would comply with the Municipal Code standards.</p>	<p>City Director of Development Services, or designee</p>	<p>Prior to issuance of an occupancy permit</p>
<p>Mitigation Measure NOI-3:</p>	<p>PA Speaker Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that an acoustical engineer has verified that operation of the</p>	<p>City Director of Development Services,</p>	<p>Prior to issuance of an occupancy permit</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
<p>Public Announcement (PA) speaker is in compliance with the City’s exterior maximum noise standards at the surrounding sensitive land uses. Measures capable of reducing the noise levels include, but are not limited to:</p> <ul style="list-style-type: none"> • Reducing the source levels; • Directing the speakers away from adjacent noise-sensitive land uses; and • Using highly directional speakers. 	<p>or designee</p>	
<p>Mitigation Measure NOI-4: Speaker System Noise. Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that an acoustical engineer has verified that operation of the live music speaker system is in compliance with the City’s exterior maximum noise standards at the surrounding sensitive land uses. Due to the varying noise levels that may be generated by on-site events and due to the number of instruments being used, types of music, and most importantly, speaker volume, it is recommended that during the first three events that utilize amplified speakers and that are representative of a typical event, noise monitoring be completed such that compliance with the City’s Noise Ordinance be determined. If it is discovered that noise level impacts exceed the City’s exterior noise level requirements, additional mitigation would be recommended by an acoustical engineer that may include, but would not be limited to, speaker noise level restriction and additional noise barriers.</p>	<p>City Director of Development Services, or designee</p>	<p>Prior to issuance of an occupancy permit</p>

Table 5.A: Mitigation and Monitoring Reporting Program

Mitigation Measures and Compliance Measures	Responsible Party	Timing for PDF or Mitigation Measure
Mitigation Measure NOI-5 Construction Vibration. Prior to the commencement of any construction activities, the City Director of Development Services, or designee, shall verify that the operator/tenant of the proposed project has agreed to post signs at the project site notifying surrounding receptors that vibration from construction activities may be perceptible within 50 feet.	City Director of Development Services, or designee	Prior to issuance of an occupancy permit
4.13 Population and Housing		
The proposed project would not result in significant adverse impacts related to population or housing. No mitigation would be required.		
4.14 Public Services and Utilities		
The proposed project would not result in significant adverse impacts related to public services or utilities. No mitigation would be required.		
4.15 Recreation		
The proposed project would not result in significant adverse impacts related to recreation. No mitigation would be required.		
4.16 Transportation/Traffic		
The proposed project would not result in significant adverse impacts related to transportation/traffic. No mitigation would be required.		
4.17 Utilities/Service Systems		
The proposed project would not result in significant adverse impacts related to utilities/service systems. No mitigation would be required.		
4.18 Tribal Cultural Resources		
The proposed project would not result in significant adverse impacts related to tribal cultural resources. No mitigation would be required.		

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