

City of Long Beach

Riverwalk Residential Development Project

Draft
**Initial Study -
Notice of
Preparation**



September 2014

RIVERWALK RESIDENTIAL DEVELOPMENT PROJECT

DRAFT

INITIAL STUDY - NOTICE OF PREPARATION

Prepared for:

City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Prepared by:

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180 North Ashwood Avenue
Ventura, California 93003

September 2014

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INITIAL STUDY

1. **Project title:** Riverwalk Residential Development Project
2. **Lead agency name and address:** City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
3. **Contact person and phone number:** Craig Chalfant
(562) 570-6368
4. **Project location:** 4747 Daisy Avenue, south of 48th Street, north of the Virginia Country Club and east of the Los Angeles River. Figure 1 shows the location of the project site within the region and Figure 2 shows an aerial view of the project site.
5. **Project applicant's/sponsor's name and address:** Integral Communities
888 San Clemente Drive, Suite 100
Newport Beach, CA 92660
Phone: (949) 720-3612
6. **Current General Plan designation:** Open Space and Park (LUD 11)
7. **Current Zoning:** Institutional (I)
8. **Project Description:**

The proposed Riverwalk Residential Development Project site is located at 4747 Daisy Avenue in North Long Beach. The project site is 10.56 acres and has a Los Angeles County Assessor's ID Number of 7133-016-005. The project site is bordered by the Union Pacific (UP) Railroad on the south, the Dominguez Gap Wetlands and Los Angeles River on the west, and an existing residential neighborhood on the north and east. The Virginia Country Club golf course is located just south of the UP Railroad tracks to the south of the site. The project site was formerly the Will J. Reid Boy Scout Camp, but is no longer used by the Boy Scouts and is currently vacant. Site preparation for the proposed project would include removal of all remaining vegetation, trees, and structures on the site, including an amphitheater, deck, five buildings, two tool sheds, an old mobile home, and a parking lot, after which 30,000-40,000 cubic yards of imported fill would be placed on the site.

As shown in Figure 3, the proposed project would involve subdividing the project site and developing it into a gated residential community containing 131 detached single family homes on lots with a minimum square footage of 2,400 square feet. The maximum height would be 35'6". The proposed homes would be a mixture of 2 and 3-story homes catering to new families,



second time homebuyers, move-down buyers and empty nesters. The proposed subdivision would be served by internal, privately maintained streets connected to the existing neighborhood by Daisy Avenue. A connection to Oregon Avenue would be available in case of emergencies, but would otherwise remain blocked off under normal circumstances. The proposed subdivision would include 262 private garage parking spaces and 40 on-street guest parking spaces located along the development's internal streets. It would also include a private recreation center, including a meeting center, pool, spa, and turf area at the eastern end of the site; a tot lot in the northern part of the site; and private access to the pedestrian path along the Los Angeles River and Dominguez Gap Wetlands. All of these amenities would be managed by the future homeowners association (HOA), which would also be responsible for maintaining any remaining common property such as common streets and open space.

The proposed project would require a General Plan Amendment to change the project site's land use designation from Open Space and Park (LUD 11) to Townhomes (LUD 3A), and a change in the site's zoning from Institutional (I) to a new Planned Unit Development (PUD) zoning district to be created as part of this entitlement. As a condition of approval of the proposed project, the City is also requiring the applicant to pay for the creation of a park at the southwest corner of Oregon Avenue and Del Amo Boulevard. Creation of this park is a separate project that has already undergone its own environmental review and been approved by the City.

9. Surrounding land uses and setting:

The project site is surrounded by residential development to the north and east. The UP Railroad and the Virginia Country Club golf course are located immediately south of the project site. The Dominguez Gap Wetlands and Los Angeles River are located immediately west of the site.

10. Required Entitlements:

The project requires the following discretionary approvals (entitlements) from the City of Long Beach:

- **Site Plan Review and Approval** – Review and approval of the Site Plan for the proposed project
- **Tentative Tract Map** – Approval of a Tentative Tract Map for subdivision of the project site
- **General Plan Amendment** – Approval of a change to the project site's land use designation from Open Space and Park (LUD 11) to Townhomes (LUD 3A)
- **Rezoning** - A change in the site's zoning from Institutional (I) to a new PUD zoning district to be created as part of this entitlement
- **Certification of Final EIR**

11. Other public agencies whose approval is required:

The City of Long Beach is the lead agency and is the only public agency with discretionary approval over the project.



Riverwalk Residential Development Project
Initial Study



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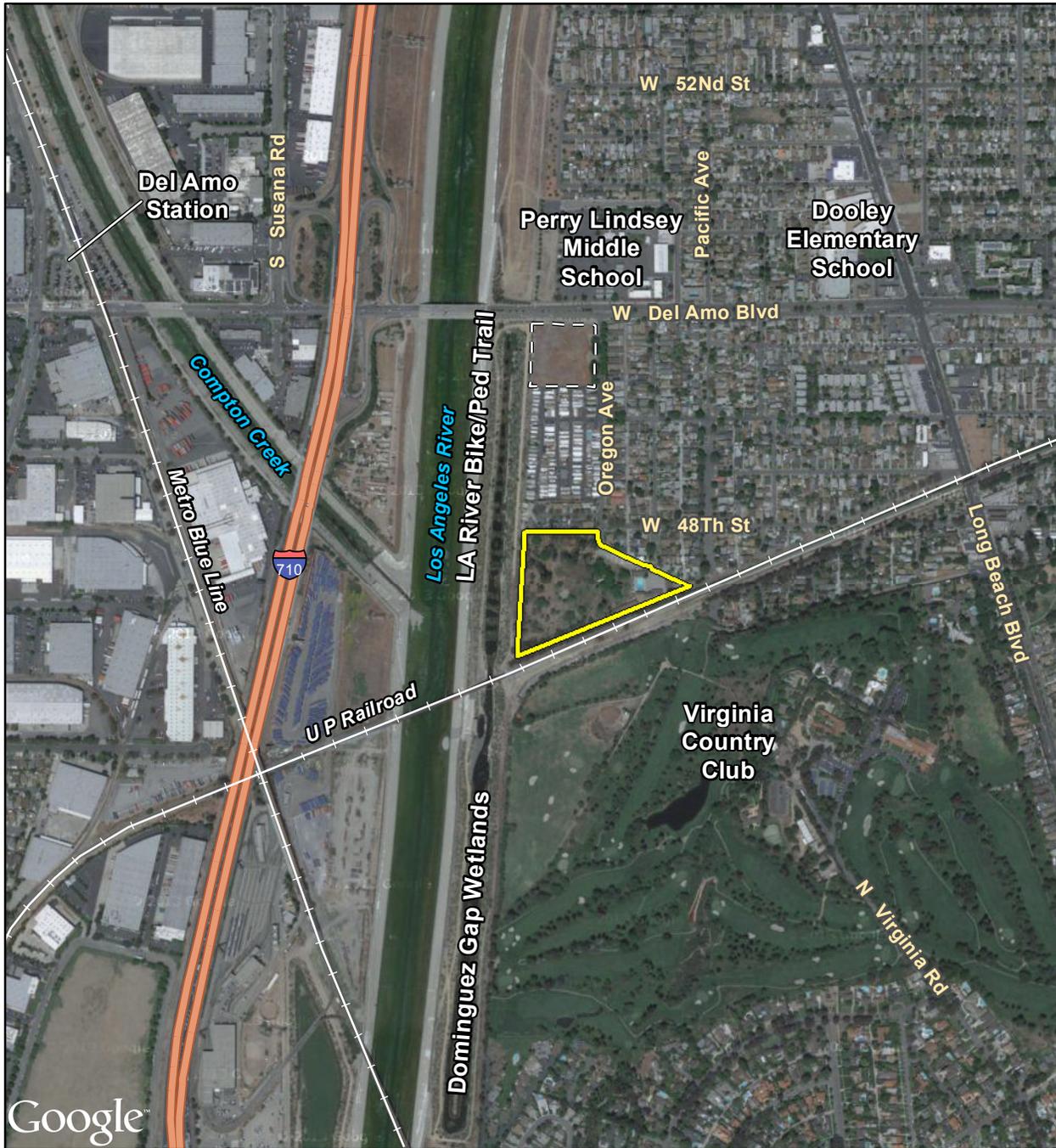
★ Project Location



Regional Location

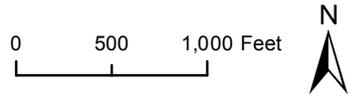
Figure 1
City of Long Beach





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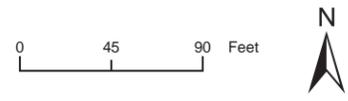
-  Project Boundary
-  Future Oregon Park Site



Aerial View of Project Site
and Surrounding Uses

Figure 2





PROJECT SUMMARY:

- NET AREA : 460,092 s.f. (10.56 ACRES)
- TOTAL NUMBER OF UNITS: 131
- NET DENSITY (131 units / 10.56 acres) = 12.4 du/ac
- 1ST FLOOR BLDG. FOOTPRINT:

 - Plan 1: (1,450 s.f. x 30 units) = 43,500 s.f.
 - Plan 2: (1,125 s.f. x 31 units) = 34,875 s.f.
 - Plan 3: (1,126 s.f. x 35 units) = 39,410 s.f.
 - Plan 4: (1,119 s.f. x 35 units) = 39,165 s.f.
 - Rec Center, + Lift Station = 2,130 s.f.
 - Total Bldg Footprint Area = 159,080 s.f.

- LOT COVERAGE = (159,080 s.f. / 460,092 s.f.) = 35%

- INTERIOR STREET: 34' Curb to Curb (26' clear) (w/ Parking on 1 side)

- ALLEY DRIVE: 20' min. (w/ 6' apron)

- GARAGE TO GARAGE: 32' (Door to door)

(H.O.A. MAINTAINED AREAS)

1. REC. AREA: 21,354 overall s.f.
 - a. (REC. AMENITIES) (15,116 s.f.)
 - b. (REC. TURF AREA) (6,238 s.f.)
2. TOT LOT AREA: 6,600 s.f.
3. LANDSCAPE AREAS: 48,242 s.f.

- LANDSCAPE / OPEN SPACE AREA:

- TOTAL PRIVATE LANDSCAPE AREA = 81,745 S.F.
- TOTAL H.O.A. LANDSCAPE AREA = 76,196 S.F.
- TOTAL LANDSCAPE / OPEN SPACE AREA = 157,941 S.F. (34%)

PLAN SUMMARY

UNIT MIX :

- PLAN 1: 30 Units TOTAL
- PLAN 2: 31 units TOTAL
- PLAN 3: 35 units TOTAL
- PLAN 4: 35 units TOTAL

TOTAL: 131 UNITS

PARKING SUMMARY

Garage Parking :

- PLAN 1: (2-car) x 30 units = 60
- PLAN 2: (2-car) x 31 units = 62
- PLAN 3: (2-car) x 35 units = 70
- PLAN 4: (2-car) x 35 units = 70
- Total Garage spaces = 262 (2.00 / unit)

GUEST PARKING:

- Total guest spaces: (8'x20' parallel space) = 40 (.3 / unit)

TOTAL = 301 Spaces (2.3 spaces / unit)

Project Site Plan

Source: Integral Communities, June 2014

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

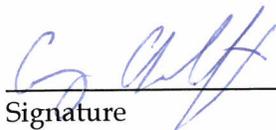
- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources |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



DETERMINATION:

On the basis of this initial evaluation:

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



Signature

9/4/14

Date

Craig Chalfant

Printed Name

City of Long Beach

For



Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input 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"/>

a-c) Policy 1.2 in the City’s General Plan Open Space and Recreation Element identifies natural resources, amenities, and scenic values in the City, including nature centers, beaches, bluffs, wetlands, and other water bodies (City of Long Beach, October 2002). The proposed project is located adjacent to the Los Angeles River, the Dominguez Gap Wetlands, and existing residential neighborhoods to the north and the east. The Los Angeles River Bicycle Trail is located along the top of the levee of the Los Angeles River, and another paved trail is located along the Dominguez Gap Wetlands between the Los Angeles River levee and another berm/levee directly abutting the western edge of the project site. Additionally, Interstate 710 runs north to south ¼ mile to the west of the project site. While this is not a designated scenic highway, the project site could be viewed from Interstate 710, and thus the proposed project could affect views from this roadway. The proposed project would alter the visual character of the site by replacing open space with residential development. This would have the potential to result in adverse impacts to scenic vistas, scenic resources, and visual character and quality. The proposed project’s potential impacts on scenic vistas, scenic resources, and visual character and quality are **potentially significant** and will be analyzed in an EIR.

d) The proposed project would include sources of light and glare on the project site, such as structural lighting, street lighting, and reflective surfaces on parked cars and building exteriors. The project would be required to comply with all development and design standards, including provisions for materials, of Division II of Chapter 21.31 of the LBMC. Additionally, lighting would be reviewed through the City’s Site Plan Review process, as described in Division V of Chapter 21.25 – *Site Plan Review* of the LBMC. The project’s impacts related to light and glare are therefore **less than significant**. Further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a-e) There are no agricultural zones or forest lands within the City of Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The proposed project would have **no impact** upon agricultural or forest resources and further analysis of this issue in an EIR is not warranted.

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

a-d) The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is in nonattainment for the federal standards for ozone, lead, and particulate matter (PM_{2.5}), as well as state standards for ozone and particulate matter (PM_{2.5}, PM₁₀) (California Air Resources Board, 2014). During project construction, dust could be generated and contribute to particulate matter that may degrade local air quality. Traffic and energy consumption associated with project operation would also generate air pollutant emissions. Such emissions could potentially exceed SCAQMD's significance thresholds. In addition, sensitive residential receptors located adjacent to the project site have the potential to be adversely impacted by air pollutant emissions associated with project construction and operation. These air quality impacts are **potentially significant** and will be assessed in an EIR.

e) The proposed project involves residential development, which would not be expected to create odor issues. Zoning districts, development standards, and design standards contained in Title 21 of the LBMC would reduce the potential for odor impacts by ensuring that incompatible uses are not located in proximity to each other or that compatibility issues are addressed through site design. **No impact** would occur with respect to odors and further analysis of this issue is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The project site is currently largely unoccupied with buildings, and is vegetated with lawn areas and on-site trees remaining from its former use as a Boy Scout camp. While many of the trees that were located on the project site have already been removed, some trees do remain which have the potential to serve as habitat for nesting birds. The open space provided by the project site also has potential habitat value in general. Additionally, the project site is located adjacent to the Dominguez Gap Wetlands, which are located between the Los Angeles River



and the project site. Compton Creek flows into the Los Angeles River approximately 0.10 miles west of the project site. These open spaces also have the potential to serve as native resident or migratory wildlife corridors and native wildlife nursery sites. The proposed project would remove all on-site vegetation, place 30,000-40,000 cubic yards of imported fill on the site, and result in heightened human activity in and around the project site. For these reasons, biological resources located within and adjacent to the project site boundaries could be adversely affected by project construction and operation. Impacts to these biological resources, and the proposed project's potential to conflict with any local policies or ordinances protecting such biological resources, are **potentially significant** and will be studied in an EIR.

f) No adopted habitat conservation plans or natural community conservation plans apply in the City of Long Beach. **No impact** would occur and further analysis of this issue is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The project site is not located within a designated historic district. However, the Los Cerritos Ranch House (Rancho Los Cerritos), which is a National Historic Landmark, is located approximately 0.25 miles from the project site (City of Long Beach, 2010). Additionally, the project site was formerly the Will J. Reid Boy Scout Camp. The potential for structures still remaining on the site from its former use as a Boy Scout Camp to be eligible as historic resources is unknown. Therefore, impacts to historic resources are **potentially significant** and will be studied in an EIR.

b-d) Site preparation for the proposed project would include removal of all vegetation and structures currently on the project site, and importation of 30,000-40,000 cubic yards of fill. Earth-disturbing activities and placement of fill have the potential to disturb or prevent future access to previously undiscovered subsurface resources, including archaeological and paleontological resources and human remains. The likelihood to impact such resources is unknown and considered a **potentially significant** impact. This issue will be studied in an EIR.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> – Would the Project:				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input 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, creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i-iii & b-d) According to the California Earthquake Data Center Map (SCEDC), the Newport-Inglewood Fault Zone is approximately 300 feet west of and 1,900 feet south of the project site, but the project site is not located within an Alquist-Priolo Earthquake Zone (California Department of Conservation, 1986). Like much of California, the project site is subject to groundshaking from seismic activity emanating from the Newport-Inglewood Fault and other faults in the region.



In addition, the project site is located in an area where there has been a historical occurrence of liquefaction (California Department of Conservation, 1999) but liquefaction potential is considered minimal by the Seismic Safety Element of the General Plan (City of Long Beach, 1988). Nevertheless, this is considered a potentially significant impact.

The California Building Code (CBC) and the City of Long Beach Development Code control building design and construction. The City of Long Beach, along with all of Southern California, is within Seismic Zone 4, the area of greatest risk and subject to the strictest building standards. New development would conform to the CBC (as amended at the time of permit approval) as required by law, and preparation of a final City-approved geotechnical study and remediation plan would be required prior to project approval.

Further analysis is required to fully evaluate the potential for such geologic hazards to create a significant impact on future development called for under the proposed project. Geologic issues are therefore considered **potentially significant** and will be addressed in an EIR.

a.iv) The project site is in an area with minimal natural topographic relief and, according to Plate 9 of the Seismic Safety Element of the General Plan, it is not located in area susceptible to landslides. Therefore, there would be **no impact** and further analysis of this issue in an EIR is not warranted.

e) The project is located in a fully developed part of Long Beach, with access to existing sewer connections, and would not require the use of septic tanks. Therefore, **no impact** related to the use of septic tanks would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) Project construction and operation would generate emissions of greenhouse gases (GHGs) and would therefore incrementally contribute to global climate change. As such, project implementation could conflict with the requirements of Assembly Bill 32, Senate Bill 375, and related plans, policies, and regulations pertaining to reducing GHG emissions. The project's potential contribution to cumulative impacts related to GHG emissions and climate change are **potentially significant** and will be studied in an EIR.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a-c) The proposed residential uses would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts used for maintenance and landscaping. However, the proposed project involves demolition of existing structures located on the project site from the former use as the Will J. Reid Boy Scout Camp. Demolition of the existing structures has the potential to release or expose lead and asbestos. Additionally, hazardous materials may residually occur in soils or groundwater under the site. Additionally, the project site is located approximately 0.25 miles from Perry Lindsey Middle School. These issues warrant investigation and are considered to be **potentially significant** impacts. These issues will be studied in an EIR.

d) The following databases compiled pursuant to Government Code Section 65962.5 were checked (July 31, 2014) for known hazardous materials contamination at the project site:

- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database*
- *Geotracker search for leaking underground fuel tanks*
- *Cortese list of Hazardous Waste and Substances Sites*
- *Department of Toxic Substances Control's Site Mitigation and Brownfields Database*

The project site does not appear on any of the above lists. Thus, there would be **no impact** related to being located on a list of hazardous material sites pursuant to Government Code Section 65962.5.

e, f) There are no public or private airports on or adjacent to the project site. The nearest airport is Long Beach Municipal Airport, located approximately 2.25 miles southeast of the project site. Due to this separation, the proposed project would not result in a significant safety hazard for people residing or working in or around the project site. This impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

g) The proposed project involves demolition of existing structures and the construction of a residential development, and would not conflict with an adopted emergency response plan or emergency evacuation plan. Impacts related to traffic are discussed in Section XVI, *Transportation/Traffic*, below. This impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

h) The project site is located in an urbanized area of Long Beach and is not near any wildlands. Thus the proposed project would not expose persons or structures to wildfire hazard risks. There would be **no impact** and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u>				
– Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

– Would the Project:

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

a, c-f) The proposed project would alter the existing topography of the site by adding 30,000-40,000 cubic yards of fill to the site and grading the site for residential development, and would also add impervious surfaces to the site. This would alter drainage patterns and the rate and amount of surface runoff. Development of the site also has the potential to cause downstream surface water quality impacts due to the introduction of impervious surfaces and pollutant-generation activities. Impacts related to these issues are **potentially significant** and will be studied further in an EIR.

b) The Long Beach Water Department provides water service in the City of Long Beach and relies on groundwater and imported water. The proposed project would add 131 detached single family homes which would lead to an increase in the consumption of potable water. Additionally, the proposed project would increase impermeable surfaces in the area that could restrict groundwater recharge. This increase in water consumption and impermeable surfaces is considered a **potentially significant** impact and will be studied further in an EIR.

g-i) Per FEMA flood zone maps (#06037C1955F), the project site is located in Zone X, which is within the 500-year flood zone (the area with a 0.2% chance per year of flooding) but outside the 100-year flood hazard area. The proposed project would not impede flood flows or expose people to significant flood-related safety impacts. The project site is protected from flooding from the nearby Los Angeles River and Compton Creek channels by the levee along the Los Angeles River to the west of the project site. There are also no dams that would subject the project site to inundation in the event of their failure. The proposed project would therefore not be subject to a significant risk of flooding due to dam or levee failure, and would not expose future residents of the project site, or any other persons or property, to significant risks associated with dam or levee failure. Consequently, this impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

j) A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water, such as lakes. The project site is not located within a tsunami hazard zone (California Department of Conservation, March 2009). Additionally, because the project site is not sufficiently close to a large body of water other than the Dominguez Gap Wetlands, Compton Creek, and the Los Angeles River, seiches are not a significant concern. As discussed in Section VI, *Geology and Soils*, the project site would not be



susceptible to landslides or mudflows. Therefore, **no impact** related to these hazards would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> -- Would the proposal:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project involves infill development and does not include any components, such as a new road, that would physically divide an established community. **No impact** would occur and further analysis of this issue in an EIR is not warranted.

b) The project site has a General Plan land use designation of Open Space and Park (LUD 11), and is currently zoned Institutional (I). The proposed project would require a General Plan Amendment to change the site's land use designation to Townhomes (LUD 3A) and a Rezone to a new PUD zoning district to be created as part of this entitlement. Therefore, consistency of the project with relevant policies contained in applicable local and regional plans, including the General Plan, the Long Beach Municipal Code, and the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Regional Transportation Plan-Sustainable Communities Strategy will be discussed in an EIR. Additionally, compatibility of the proposed project with surrounding uses requires further analysis. Impacts related to land use consistency and compatibility are therefore **potentially significant** and will be studied in an EIR.

c) The project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. **No impact** would occur and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. <u>MINERAL RESOURCES</u> -- Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) The project site and surrounding properties are part of an urbanized area in northeast Long Beach. The project site is not located in a mineral extraction operations area. The proposed project does not involve a mineral resource recovery site and no mineral resource activities would be altered or displaced by the project. Therefore, **no impact** would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>NOISE</u> – Would the Project result in:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE – Would the Project result in:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-d) The project site is bordered by the UP Railroad on the south and is approximately 0.25 miles from Interstate 710; therefore, it would be subject to noise from traffic and trains. The site may also be affected by aircraft overflight noise from Long Beach Municipal Airport. As discussed below, the site is more than two miles from this airport and outside of its Airport Influence Area, so noise impacts from this airport would in themselves be less than significant; however, they would contribute to the overall ambient noise environment. Project-related site preparation and construction would temporarily increase noise levels at adjacent residences, while project operation would increase traffic along streets in the vicinity, which may adversely affect existing uses along these streets. Impacts related to these issues are **potentially significant** and will be addressed in an EIR.

e) Long Beach Municipal Airport is located approximately 2.25 miles southeast of the project site, but the project site is outside its Airport Influence Area (Los Angeles County Airport Land Use Commission, 2003). Due to the project site’s distance from this airport, the project would not expose people residing or working in the Project area to excessive noise levels from aircraft overflights from a public airport. This impact would be **less than significant** and further analysis of this issue in an EIR is not warranted.

f) The project site is not in the vicinity of a private airstrip, and the proposed project would therefore have **no impact** related to exposing people residing or working in the Project area to excessive noise from a private airstrip, and further analysis of this issue in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING —

Would the Project:

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

a) The proposed project would add 131 detached single family homes to a site that was formerly used as the Will J. Reid Boy Scout Camp. The project site currently has a General Plan land use designation Open Space and Park (LUD 11), and is currently zoned Institutional (I). The project may therefore not have been considered in analysis of population and housing growth in the City of Long Beach. Therefore, impacts related to population and housing growth are **potentially significant** and will be studied in an EIR.

b-c) The proposed project would not displace any existing housing units or people; therefore, **no impact** would occur. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

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



- | | | | | |
|-----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| i) Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| v) Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a(i-iii, v). The proposed project would add 131 detached single family homes to the City of Long Beach and therefore add residents to the City of Long Beach. These additional residents would increase demand for police, fire protection, schools, and other facilities provided by the City of Long Beach and other providers such as local school districts. The increased demand is considered a **potentially significant** impact related to public services. Future service levels and potential deficiencies will be studied in the EIR.

a(iv). The proposed project would add 131 detached single family homes to the City of Long Beach and therefore add residents to the City of Long Beach who would use public parks. As a condition of approval of the proposed project, the City is requiring the applicant to pay for the creation of a park at the southwest corner of Oregon Avenue and Del Amo Boulevard. Creation of this park is a separate project that has already undergone its own environmental review and been approved by the City. While construction of this park would offset demand for such facilities created by development of the proposed project, the extent to which this would offset such impacts requires further analysis. Impacts related to demand for parks are therefore considered to be **potentially significant** and this issue will be further analyzed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION --

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

a, b) As discussed in Section XIV, *Public Services*, a condition of approval of the proposed project required by the City would be requiring the applicant to pay for the creation of a park at the southwest corner of Oregon Avenue and Del Amo Boulevard. Creation of this park is a separate project that has already undergone its own environmental review and been approved by the City. While construction of this park would offset demand for such facilities created by



development of the proposed project, the extent to which this would offset such demand, and whether or not this park would adequately meet the need for recreational facilities given demand from both the proposed project and existing and future development is not known. Impacts would therefore be **potentially significant** and will be further analyzed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. <u>TRANSPORTATION / TRAFFIC</u> --				
Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 use (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. The proposed project would generate increased traffic on surrounding roadways, particularly Daisy Avenue, and may alter existing traffic patterns. Project-generated traffic could potentially cause exceedances of City level of service standards and, therefore, may also



conflict with local and regional congestion management standards. Impacts related to these issues would be **potentially significant** and will be studied further in an EIR.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, the project site is located 2.25 miles northwest of the Long Beach Municipal Airport and outside the airport's influence area. Therefore, the proposed project would not result in changes in air traffic patterns. There would be **no impact** in this regard and further study of this issue is not warranted.

d) Site plans for the proposed project will be reviewed to ensure that the project would not include any design features that could present traffic hazards. Vehicular access to the project site would be taken from the planned driveway on Daisy Avenue. Construction activity for the project may result in temporary safety impacts to surrounding streets such as Daisy Avenue, Oregon Avenue, West 48th Street, Long Beach Boulevard, and Del Amo Boulevard for all users including drivers, bicyclists, and pedestrians. Also, because of different traffic levels and circulation patterns, operation of the project has the potential to create hazardous design features. This impact is therefore **potentially significant** and will be further evaluated in an EIR.

e) As stated under section XVI(d) above, the project may have both temporary construction-related and permanent operational safety impacts on immediately surrounding streets, and while no temporary or permanent street closures are anticipated, the project's impacts related to hazardous design features and site access are potentially significant. These impacts are therefore also potentially significant for emergency vehicles, which would also need to access the site in case of emergency. Impacts related to emergency access are therefore **potentially significant** and will be evaluated in an EIR.

f) The proposed project would not directly result in changes to the public transportation system that would conflict with adopted policies plans or programs. Access to City of Long Beach bus lines is currently available near the project site at bus stops along Long Beach Boulevard (Lines 51 and 52) and Del Amo Boulevard (Lines 191 and 192) within one half mile of the project site. Access to the Los Angeles Metro light rail Blue Line is available at Del Amo Station, located on West Del Amo Boulevard approximately one mile from the project site, with connections to bus lines running along Del Amo Boulevard. The Blue Line runs between downtown Long Beach and downtown Los Angeles, and connects to regional and national rail networks including Metrolink and Amtrak. The location of the Metro Blue Line Del Amo station is shown in Figure 2. Del Amo Station is located within approximately 23 minutes walking distance and approximately 10 minutes bicycling distance of the project site (Google maps, July 2014). Compared to overall existing demand, the additional residents added to the area by the proposed project would not be expected to decrease performance of these facilities. This impact would be **less than significant** and further study of this issue is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS --				
Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, e) Wastewater services would be supplied to the proposed project through the Sanitation Districts of Los Angeles County (LACSD). The project is located in District 3 of the LACSD. The proposed project would require connection to existing sewer infrastructure and would result in an increase in the amount of wastewater produced on the site. Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the Los Angeles County Sanitation Districts. The increased amount of wastewater that would be generated by the proposed project could create **potentially significant** impacts related to wastewater treatment and existing sewer infrastructure. These issues will be evaluated in an EIR.



c) As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would alter the existing topography of the site, add 30,000-40,000 cubic yards of fill and add impervious surfaces. This would alter drainage patterns and the rate and amount of surface runoff. Impacts related to these issues would be **potentially significant**; therefore, these issues will be studied further in an EIR.

d) The site is already served by the City’s existing water system through the Long Beach Water Department. The proposed 131 single family homes would result in an increase in the amount of water consumed on the site. The increase in water consumption represents a **potentially significant** impact. The issue will be evaluated in an EIR through analysis of available water supply and forecast demand based on the City’s 2010 Urban Water Management Plan.

f, g) The proposed project would generate waste through the demolition of existing structures and solid waste generated by the 131 single family homes proposed to be developed on the project site. The increase in waste generated by the proposed project could affect the disposal capacity of the landfills serving the project site. This **potentially significant** impact will be evaluated further in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a-c. As described in the sections above, the proposed project may generate impacts in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities/Service Systems. These issue areas as well as potential cumulative impacts will be evaluated in the EIR and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.



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