SHORELINE VILLAGE RENOVATION PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

(MND02-23)

Lead Agency:

CITY OF LONG BEACH
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Prepared by:

TERRY A. HAYES ASSOCIATES INC.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

April 12, 2023

TABLE OF CONTENTS

Page No.

TABLE OF CONTENTS (cont.)

Page No.

LIST OF FIGURES

LIST OF TABLES

1.0 INTRODUCTION

This section provides an overview of the proposed Shoreline Village Renovation Project (proposed project), describes the environmental compliance requirements, and identifies the discretionary actions and approvals needed to implement the proposed project.

1.1 PROJECT OVERVIEW

The proposed project consists of the renovation of the existing Shoreline Village Shopping Center located along the shoreline of the Long Beach Harbor at the intersection of Shoreline Drive and Shoreline Village Drive in the City of Long Beach. The project site currently contains 82,368

square feet of commercial land uses, and implementation of the proposed project would result in no net change in the square footage of commercial uses. The proposed project includes the renovation and expansion of existing commercial buildings, demolition of three buildings (two kiosks and one retail building), construction of two retail buildings, construction of a two-level parking deck with attached retail space and bicycle storage space, and the repaving and restriping of the northern and southern surface parking lots adjacent to Shoreline Village Drive. Additional site improvements include a new bike path connection between the Rainbow Harbor and Marina Green bike paths, improved internal pedestrian circulation routes, newly remodeled outdoor public areas, improved wayfinding signage, and improvements to on-site view corridors.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study to determine if a project may have a significant effect on the environment. The purpose of this document is to inform the City of Long Beach, public agencies and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain environmental clearance in the form of a Mitigated Negative Declaration (MND), any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.3 PROJECT INFORMATION

Project Title / Location: Shoreline Village Renovation Project
401-435 Shoreline Village Drive, Long Beach, CA 90802

Lead Agency Name / Address: City of Long Beach, Planning Bureau
411 West Ocean Boulevard, 3rd Fl., Long Beach, CA 90806

Contact Person: Maryanne Cronin, Planner / (562) 570-5683
LBDS-EIR-Comments@longbeach.gov

Project Applicant's Name: Daniel Taban, Pacific Ocean Management
13737 Fiji Way, Marina Del Rey, CA 90202

1.4 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The proposed project would require the following discretionary actions:

- Site Plan Review – Required for commercial development for new buildings of 1,000 square feet or more,[1] and required in conjunction to a Long Range Development Plan.[2] Such plan shall be submitted to the Planning Commission for approval through the site plan review procedure.
- Sign Program – Required for any new commercial, industrial, or institutional building(s).[3]
- Coastal Development Permit – Required for any development on the first lot located on, adjacent to, across the street from, or abutting the beach, bay, ocean or tidelands.[4]

1.5 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA and is organized into the following four sections:

1.0 Introduction. This section provides an overview of the proposed project, describes the environmental compliance requirements, and identifies the discretionary actions and approvals needed to implement the proposed project.

2.0 Project Description. This section identifies the location of the project site, describes the proposed project, and provides an estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and includes a discussion of the environmental impacts and any mitigation measures associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members that participated, and a list of sources and references used in the preparation of this IS/MND.

[1] LBMC Section 21.25.502.
[2] LBMC Section 21.34.020.
[3] LBMC Section 21.44.035.
[4] LBMC Section 21.25.903.

2.0 PROJECT DESCRIPTION

This section identifies the location of the project site, describes the proposed project, and provides an estimated timeline for the construction and implementation of the proposed project.

2.1 PROJECT LOCATION

The project site is located at 401-435 Shoreline Village Drive in the City of Long Beach (Assessor's Parcel Number: 7278-010-914). The 313,739-square-foot project site is zoned for commercial uses (Downtown Shoreline Planned Development District [PD-6], Subarea 6) and has a 1989 General Plan Land Use Designation of Land Use District (LUD) No. 7 (Mixed Uses).[5] The location of the project site is shown in **Figure 2-1**. The project site is bounded by Shoreline Drive to the north, the Marina Green recreational park to the east, Long Beach Shoreline Marina and Long Beach Harbor to the south, and Rainbow Harbor/Rainbow Marina to the west. The project site and surrounding areas to the north, east, and west, as well as recreational uses to the south, are located within the PD-6 planned development district.[6] The project site is comprised of a series of commercial buildings, ancillary structures, and surface parking lot. An aerial photograph depicting the project site and surrounding land uses is presented in **Figure 2-2**.

2.2 PROPOSED PROJECT

The proposed project consists of the renovation of the existing Shoreline Village Shopping Center and would include the demolition of two existing kiosk buildings and one retail building. The proposed project also includes the construction of two new retail buildings, a new two-level parking deck, and expansions and renovations to existing buildings. Overall, the proposed project would result in no net change in the commercial area of 82,368 square feet per the original entitlement. Remodeled public areas would include the Hub Plaza, the boardwalk, view corridors between buildings, Harborside Plaza, and the public viewing deck. The existing size and edge-line of the boardwalk would remain the same. The remodeled public areas and pedestrian circulation routes would be enhanced with new paving, seating, short-term bike racks and other site furnishings. Additional site improvements would include a new bike path connection between the existing path along Rainbow Harbor and the Marina Green bike path.

All building renovations and expansions would be limited to the ground floor level, and no changes would be made to the office facilities located on Level 2 of the buildings. All buildings constructed would be designed to qualify for Leadership in Energy and Environmental Design (LEED) Certification at the Certified level, and the proposed project would incorporate high efficiency lighting fixtures and water conservation strategies into the newly renovated and constructed buildings.

The primary elements of the proposed project are shown in the Master Site Plan presented in **Figure 2-3** and are summarized in **Table 2-1**.

[5] The General Plan Land Use Element was updated in 2019 and has not yet been certified as part of the City's Local Coastal Program. Therefore, the 1989 General Plan Land Use Element (1989) designation of Land Use District (LUD) No. 7 remains applicable in the coastal zone including the project site. The 2019 General Plan Land Use Element PlaceType of Waterfront (WF) is not yet certified by the California Coastal Commission.

[6] City of Long Beach, *Downtown Shoreline Planned Development District Ordinance (Ordinance No. ORD-11-0017).* August 16, 2011.

Source: TAHA, 2023.

taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-1

PROJECT LOCATION

Source: TAHA, 2023.

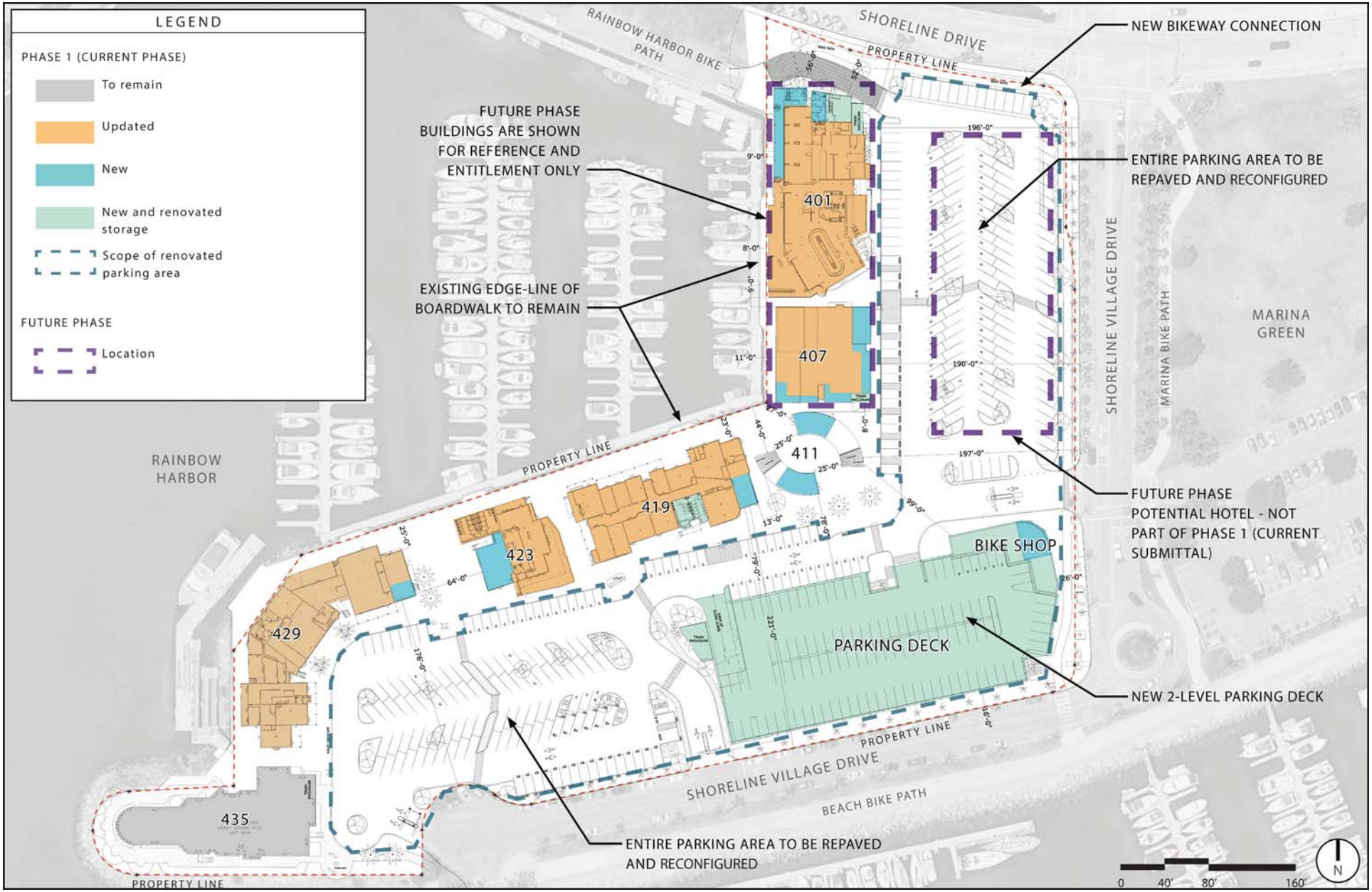
taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-2

SURROUNDING LAND USES



Source: Next Architecture, 2022.

taha environmental planners

TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-3

MASTER SITE PLAN

TABLE 2-1: SUMMARY OF PROPOSED PROJECT ELEMENTS			
Building Area	**Building**	**Existing (square feet)**	**Proposed (square feet)**
Total Commercial Area	401/a/	12,733	14,205
	407/a/	5,220	6,401
	435/b/	21,435	21,435
	411/The Hub	4,841	1,270
	419	7,277	7,081
	421	179	0
	423	3,601	4,801
	425	859	0
	429	11,047	11,349
	Level 2 Offices/b/	15,176	15,176
	Parking Deck Retail	0	650
	Total	**82,368**	**82,368**
Ancillary/Storage/c/	401/a/	868	1,837
	407/a/	1,046	1,520
	419	169	720
	423	1,700	500
	429	545	545
	Parking Deck Bike Storage	0	1,871
	Total	**4,328**	**6,993**
Parking Deck/d/	2-Story Parking Deck	**-**	**35,268**

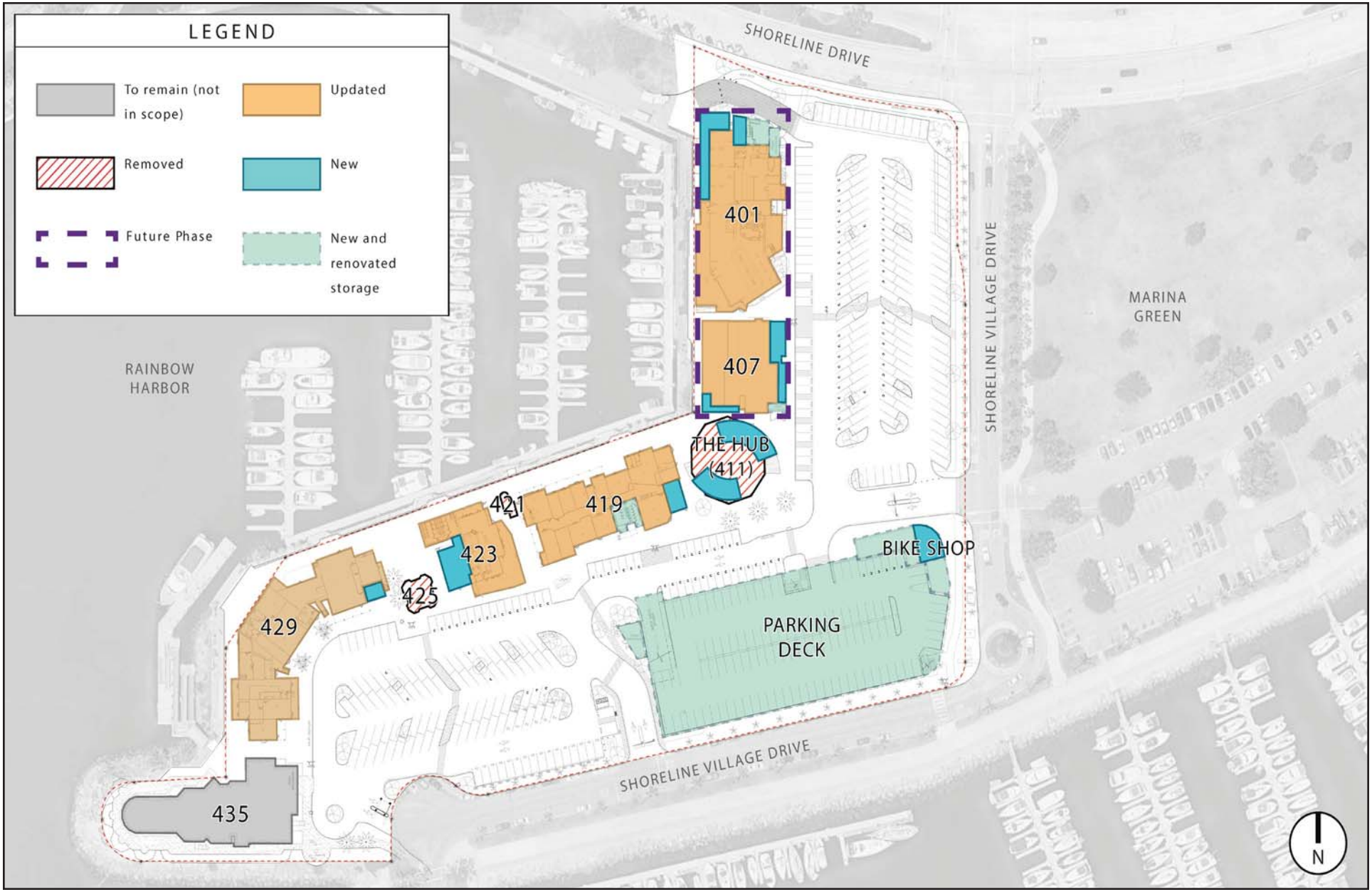
/a/Renovations to Buildings 401 and 407 are not in scope for the proposed project. Inclusion demonstrates future phases of renovation on the project site.
/b/ No renovations would be made to these facilities.
/c/ Per City, ancillary and storage areas do not count towards commercial area.
/d/ Parking deck would be built within footprint of existing surface parking lot.
SOURCE: Next Architecture, 2022 and TAHA 2023.

Demolition of Structures

The proposed project includes the demolition of Buildings 421 (179 square feet) and 425 (859 square feet). These two kiosk structures are located along the northwest boundary of the project site adjacent to Rainbow Harbor/Rainbow Marina. The footprints of the demolished kiosks would be paved over as part of the pedestrian circulation pathways. In addition, Building 411, a 4,841-square-foot circular tower structure currently occupied by an arcade, would be demolished to accommodate two new retail buildings and a new Hub Plaza pedestrian amenity. The locations of the structures cited for demolition are shown in **Figure 2-4**.

New Construction

After the demolition of Building 411, two new 14-foot 9-inch tall, semi-circular buildings totaling 1,270 square feet of retail uses would be constructed in Building 411's footprint. The buildings would have sloped, landscaped-covered roofs and glass walls supported by beams and metal cladding. The two buildings would be oriented in a circular pattern, bounding 1,200 square feet of new outdoor public seating areas between them (Hub Plaza). Elevation drawings of the two retail buildings and Hub Plaza are provided in **Figure 2-5**, and renderings are provided in **Figure 2-6** and **Figure 2-7**.



Source: Next Architecture, 2022.

taha environmental planners

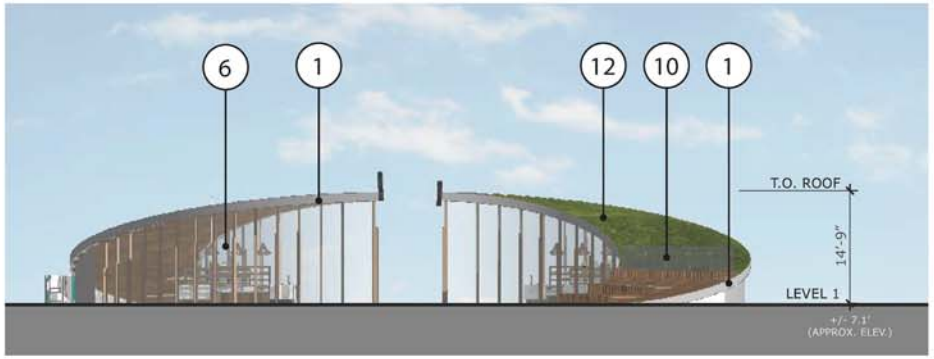
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

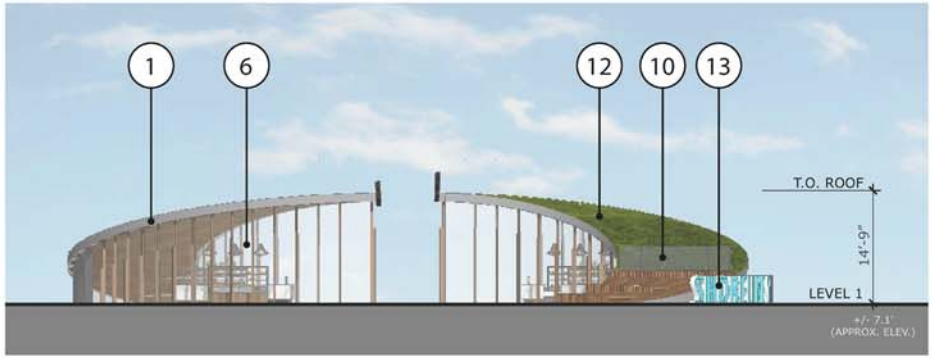
CITY OF LONG BEACH

FIGURE 2-4

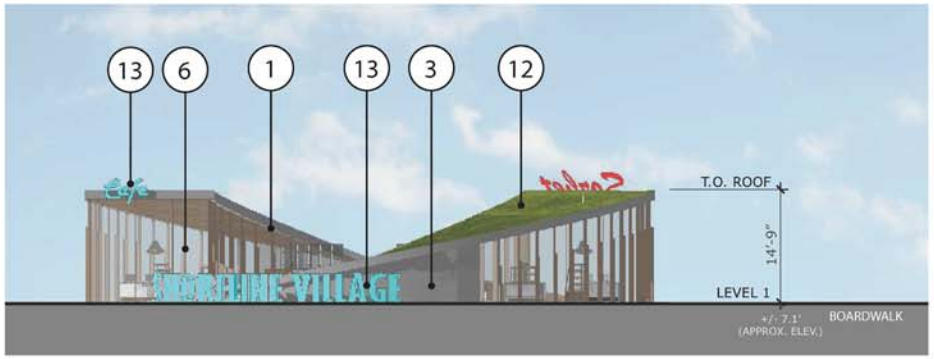
DEMOLITION DIAGRAM



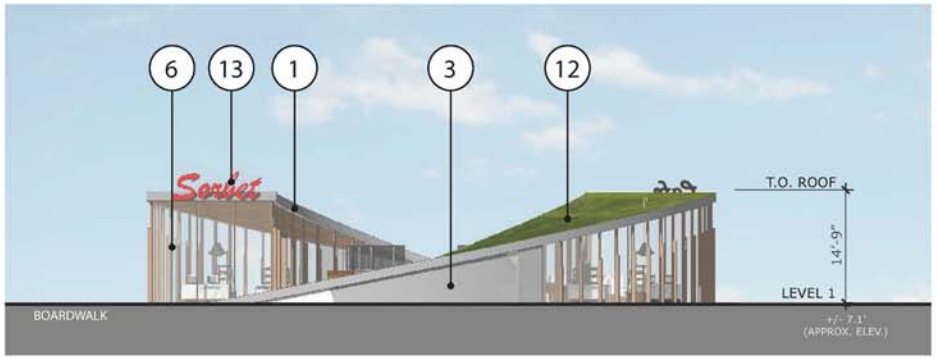
PROPOSED NORTHWEST (BOARDWALK) ELEVATION 3



PROPOSED SOUTHEAST ELEVATION 1



PROPOSED NORTHEAST ELEVATION 4



PROPOSED SOUTHWEST ELEVATION 2

0 8' 16' 32'

1. Cement plaster, color varies
2. Composite siding
3. Metal cladding
4. New roofing as needed
5. New windows, as needed
6. Storefront system
7. Glazed garage door
8. Fabric awning
9. Metal canopy
10. Glass railing
11. Mural
12. Green wall or green roof
13. Signage

AREA OF NEW GLAZING	
LOCATION	AREA (SF)
Storefront Bldg A	528
Storefront Bldg B	528
TOTAL	1,056

Source: Next Architecture, 2022.

FIGURE 2-5

BUILDING 411 (THE HUB) PROPOSED ELEVATIONS

Source: Next Architecture, 2022.

FIGURE 2-6

BUILDING 411 (THE HUB) PERSPECTIVE 1

Source: Next Architecture, 2022.

taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-7

BUILDING 411 (THE HUB) PERSPECTIVE 2

The proposed project also includes the construction of a two-level, 227-stall parking deck over the existing surface parking lot along Shoreline Village Drive, resulting in a net gain of 80 parking stalls compared to existing conditions. The parking deck footprint would be 35,268 square feet. The overall parking area (deck and surface parking lot) would accommodate 395 standard-sized parking stalls, including 15 Americans with Disabilities Act (ADA) compliant stalls and 24 electric vehicle (EV) charging stalls, as well as 112 compact parking stalls. The ground floor of the new parking deck would also accommodate 650 square feet of retail space, as well as 1,871 square feet for 28 bicycle storage spaces. Mural artworks and green landscaping walls would be installed on the façade of the parking deck. Elevation drawings of the parking deck are shown in **Figure 2-8** and **Figure 2-9**, and renderings are provided in **Figure 2-10** through **Figure 2-12**.

Renovations and Expansions

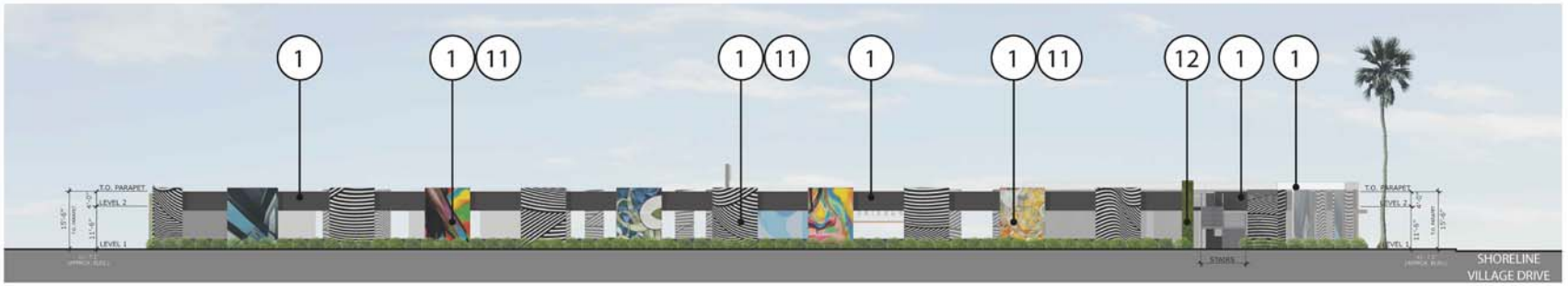
The proposed project includes renovations and expansion to Buildings 419, 423 and 429. The proposed improvements to Building 419 would include ground floor renovations to accommodate 169 square feet of converted interior retail space, 551 square feet of new retail space, and 720 square feet of interior restroom facilities. Additional improvements would include the replacement or repair of exterior cladding, new windows/doors/storefronts, and new signage, as well as the expansion of the roof and awnings. Renderings of Building 419 are shown in **Figure 2-13** through **Figure 2-17**.

The proposed improvements to Building 423 would include the conversion of existing ground floor restrooms and storage area into 1,200 square feet of new retail space. Renderings of Building 423 are shown in **Figure 2-18** through **Figure 2-21**.

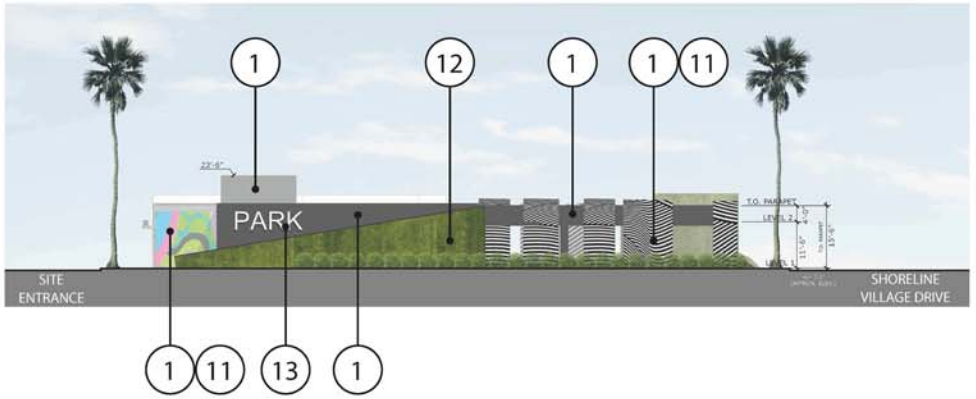
The proposed improvements to Building 429 would include a 302-square foot expansion of new retail space on the southeast corner of the building. Renderings of Building 429 are shown in **Figure 2-22** and **Figure 2-24**.

General Site Improvements

General site improvements include the construction of a new bike path connection between the existing path along Rainbow Harbor and the Marina Green bike path; upgrading the boardwalk fronting Rainbow Harbor/Rainbow Marina with wood decking, new lighting, cable rail or glass guardrail, and public seating areas, with the existing edge of the boardwalk to remain; repaving view corridors to improve connection to the boardwalk, views of surrounding areas, and the aesthetic quality of the project site; upgrading Harborside Plaza with public seating, landscaping, and a public dining deck; and a public viewing deck located on the southern boundary of the project site. The size of the boardwalk would remain the same as no cantilevered areas would be added. These and other public space amenities are shown in **Figure 2-25**. The general sizes of these public amenities are shown in **Table 2-2**.



PROPOSED SOUTH ELEVATION 1



PROPOSED WEST ELEVATION 2

0 16' 32' 64'

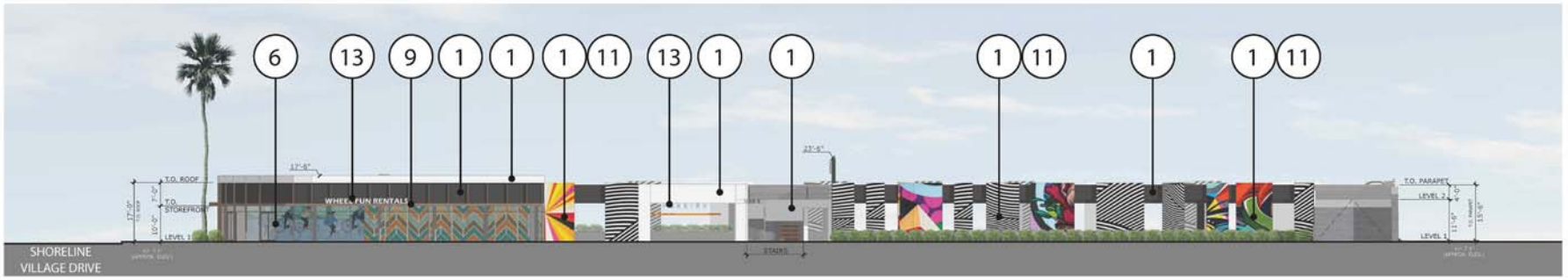
1. Cement plaster, color varies
2. Composite siding
3. Metal cladding
4. New roofing as needed
5. New windows, as needed
6. Storefront system
7. Glazed garage door
8. Fabric awning
9. Metal canopy
10. Glass railing
11. Mural
12. Green wall or green roof
13. Signage

AREA OF NEW GLAZING	
LOCATION	AREA (SF)
South Storefront	808
East Storefront	634
TOTAL	1,442

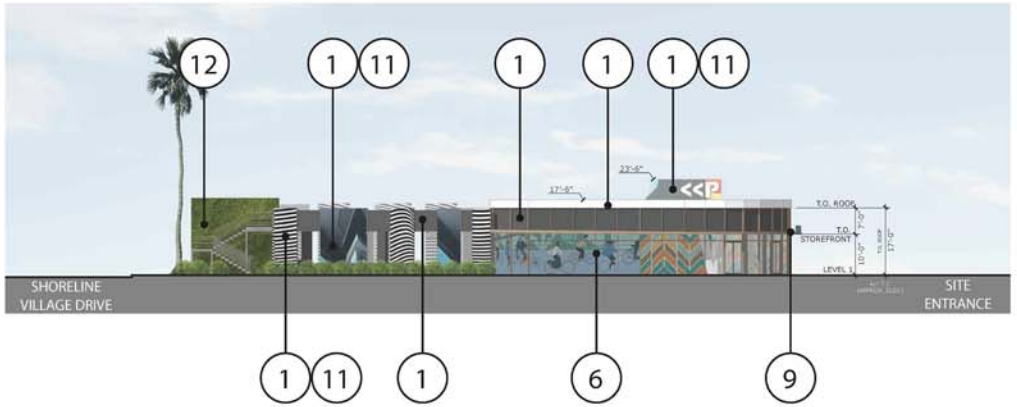
Source: Next Architecture, 2022.

FIGURE 2-8

PARKING DECK PROPOSED SOUTH AND WEST ELEVATION



PROPOSED NORTH ELEVATION 1



PROPOSED EAST ELEVATION 2

0 16′ 32′ 64′

1. Cement plaster, color varies
2. Composite siding
3. Metal cladding
4. New roofing as needed
5. New windows, as needed
6. Storefront system
7. Glazed garage door
8. Fabric awning
9. Metal canopy
10. Glass railing
11. Mural
12. Green wall or green roof
13. Signage

AREA OF NEW GLAZING	
LOCATION	AREA (SF)
South Storefront	808
East Storefront	634
TOTAL	1,442

Source: Next Architecture, 2022.

FIGURE 2-9

PARKING DECK PROPOSED NORTH AND EAST ELEVATION

Source: Next Architecture, 2022.

taha environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-10

PARKING DECK PERSPECTIVE 1

Source: Next Architecture, 2022.

FIGURE 2-11
PARKING DECK PERSPECTIVE 2

Source: Next Architecture, 2022.

FIGURE 2-12
PARKING DECK PERSPECTIVE 3

Source: Next Architecture, 2022.

FIGURE 2-13

BUILDING 419 PERSPECTIVE 1

Source: Next Architecture, 2022.

FIGURE 2-14

BUILDING 419 PERSPECTIVE 2

Source: Next Architecture, 2022.

FIGURE 2-15

BUILDING 419 PERSPECTIVE 3

Source: Next Architecture, 2022.

taha environmental planners

TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-16

BUILDING 419 PERSPECTIVE 4

Source: Next Architecture, 2022.

taha environmental planners

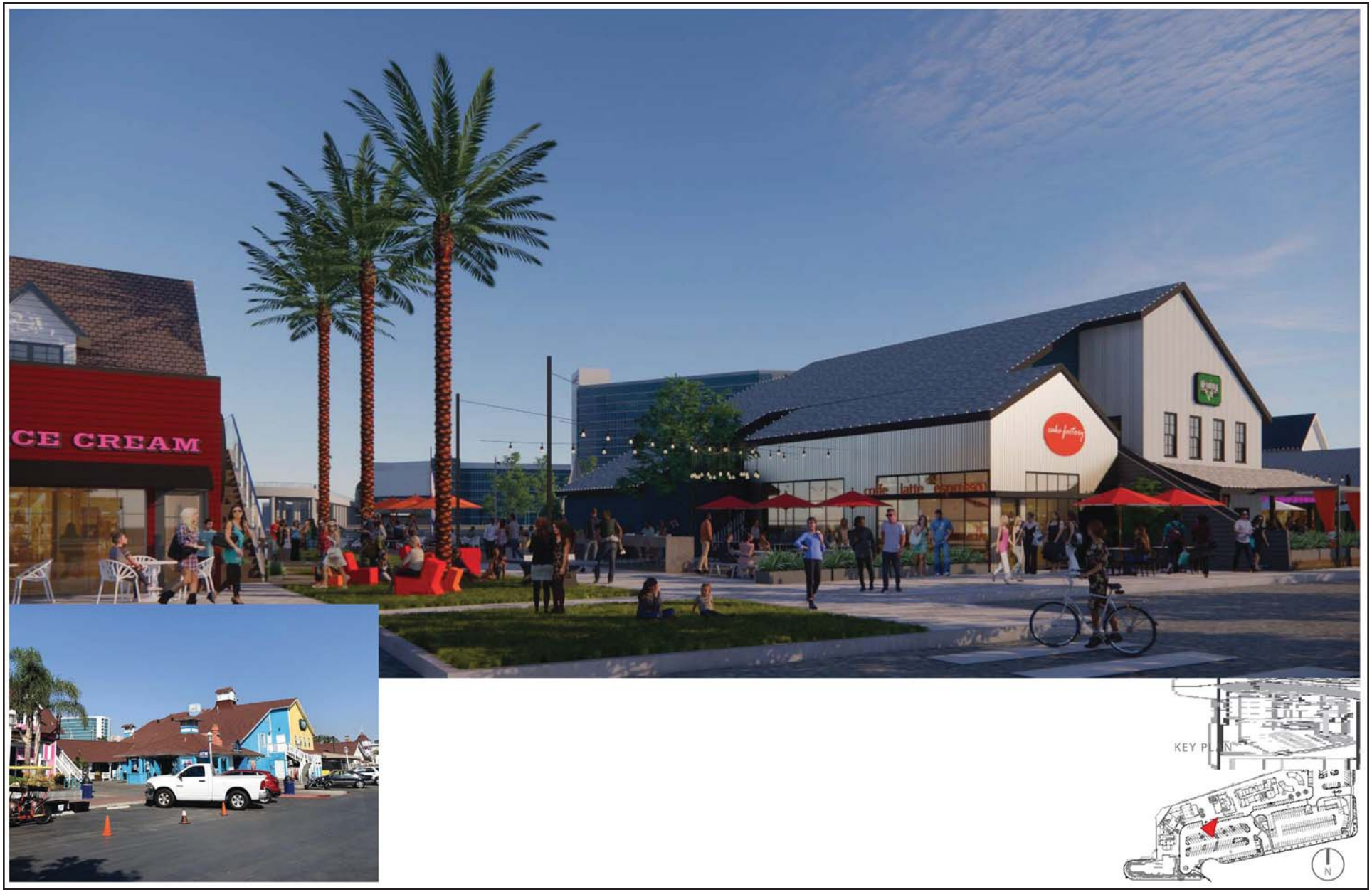
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-17

BUILDING 419 PERSPECTIVE 5



Source: Next Architecture, 2022.

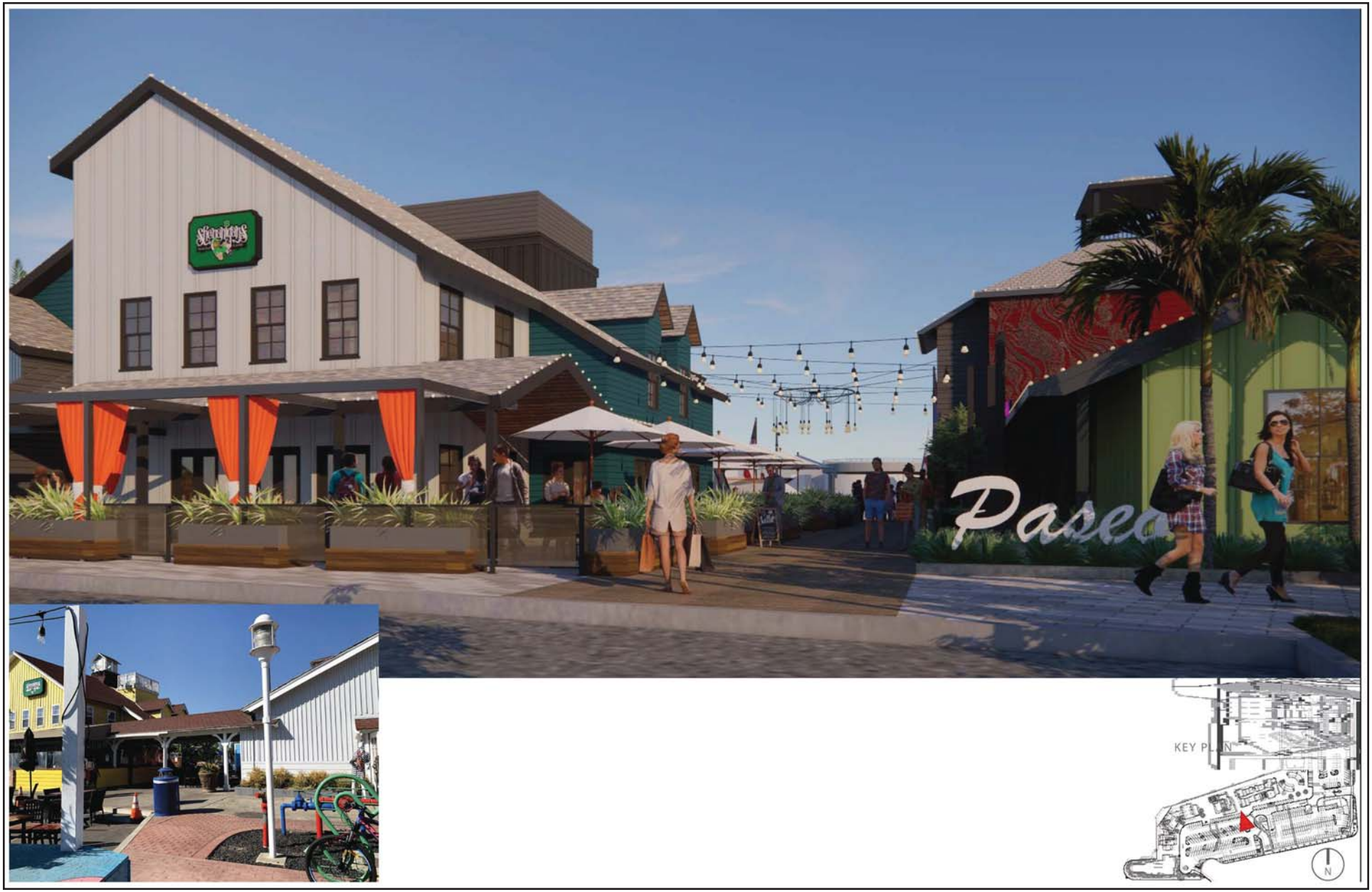
taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-18

BUILDING 423 PERSPECTIVE 1



Source: Next Architecture, 2022.

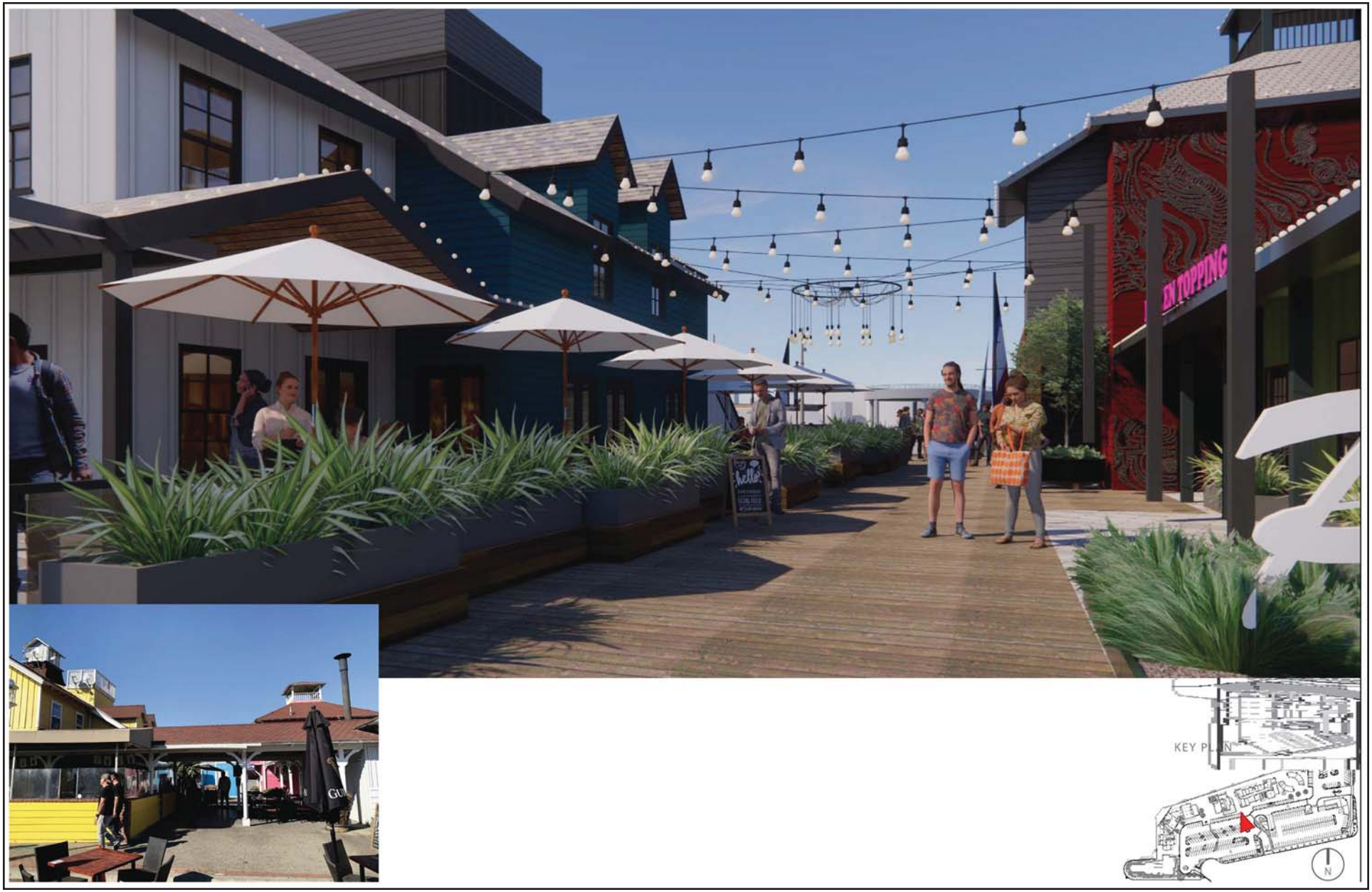
taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-19

BUILDING 423 PERSPECTIVE 2



Source: Next Architecture, 2022.

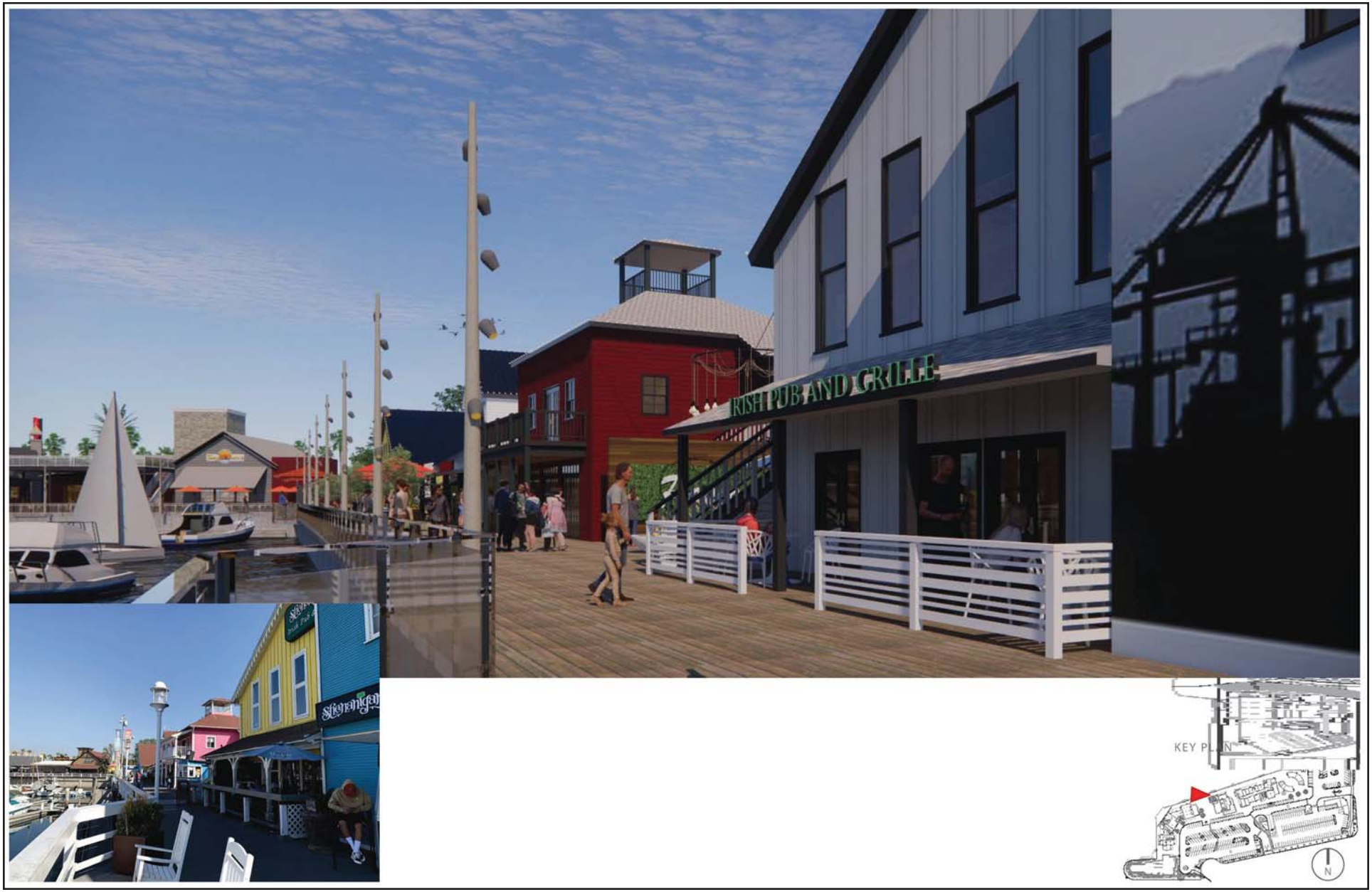
taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-20

BUILDING 423 PERSPECTIVE 3



Source: Next Architecture, 2022.

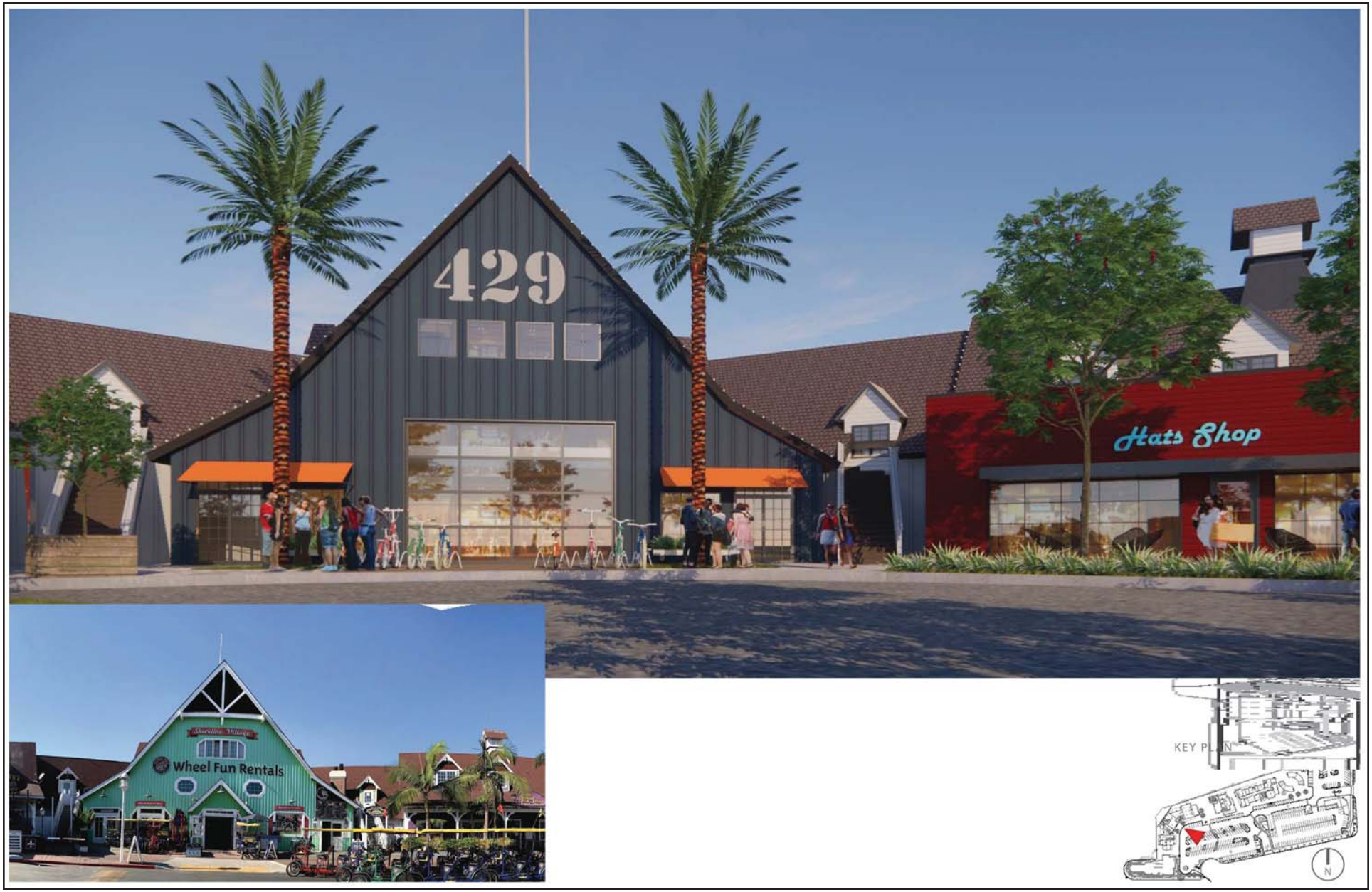
taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-21

BUILDING 423 PERSPECTIVE 4



Source: Next Architecture, 2022.

taha
environmental planners
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-22

BUILDING 429 PERSPECTIVE 1

Source: Next Architecture, 2022.

taha
environmental planners

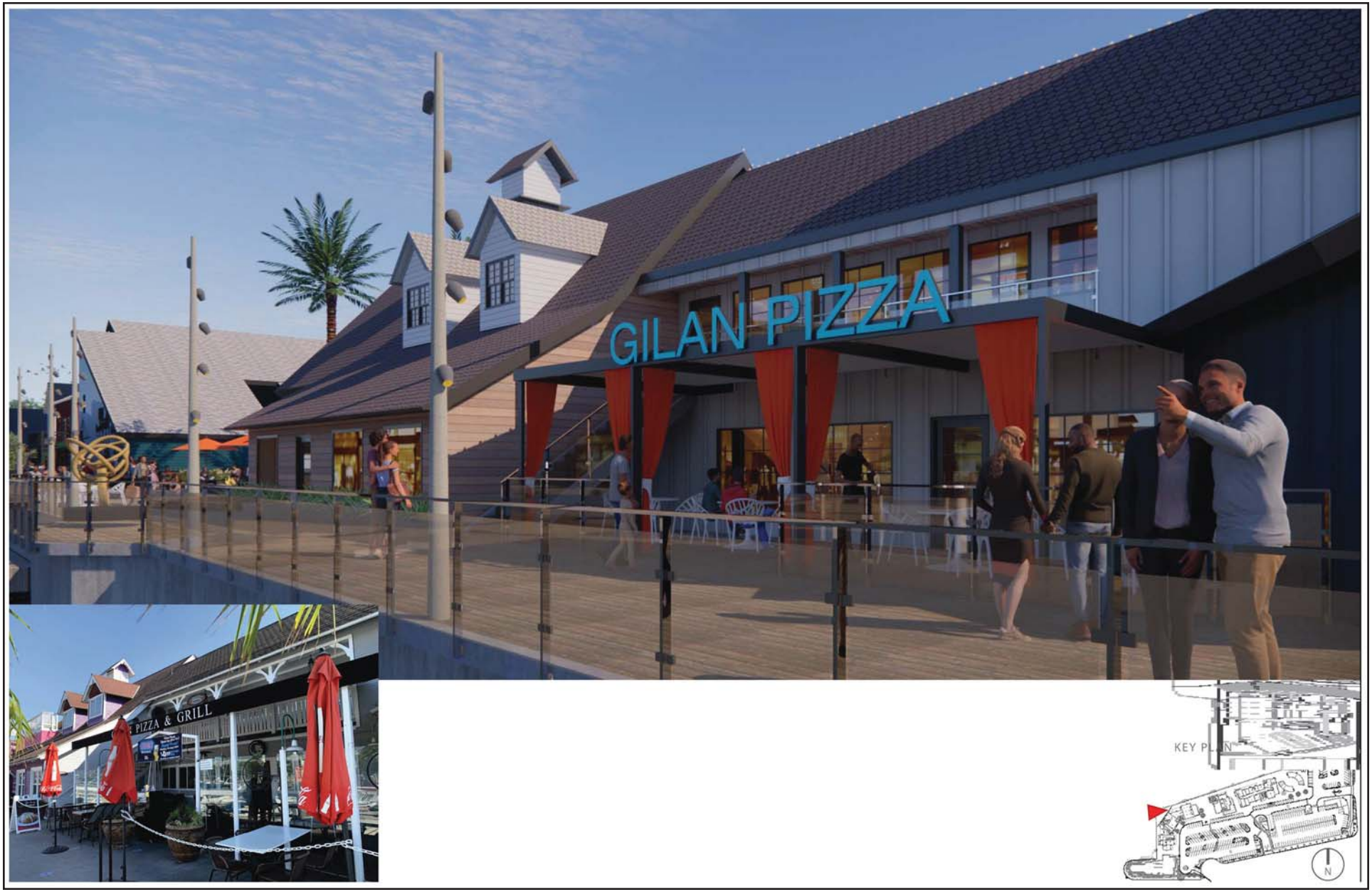
Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

TAHA 2022-088

CITY OF LONG BEACH

FIGURE 2-23

BUILDING 429 PERSPECTIVE 2



Source: Next Architecture, 2022.

taha
environmental planners

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

TAHA 2022-088

CITY OF LONG BEACH

FIGURE 2-24

BUILDING 429 PERSPECTIVE 3

Source: MJS Landscape Architecture, 2022.

taha
environmental planners

TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-25

GENERAL SITE IMPROVEMENTS SUMMARY

TABLE 2-2: PROPOSED PUBLIC OUTDOOR AMENITIES	
Name	**Proposed (square feet)**
The Hub Plaza	1,200
Boardwalk	6,800
View Corridor 2	3,700
Harborside Plaza	4,800
View Corridor 3	1,300
Public Viewing Deck	700
Total	**18,500**
SOURCE: Next Architecture, 2022.	

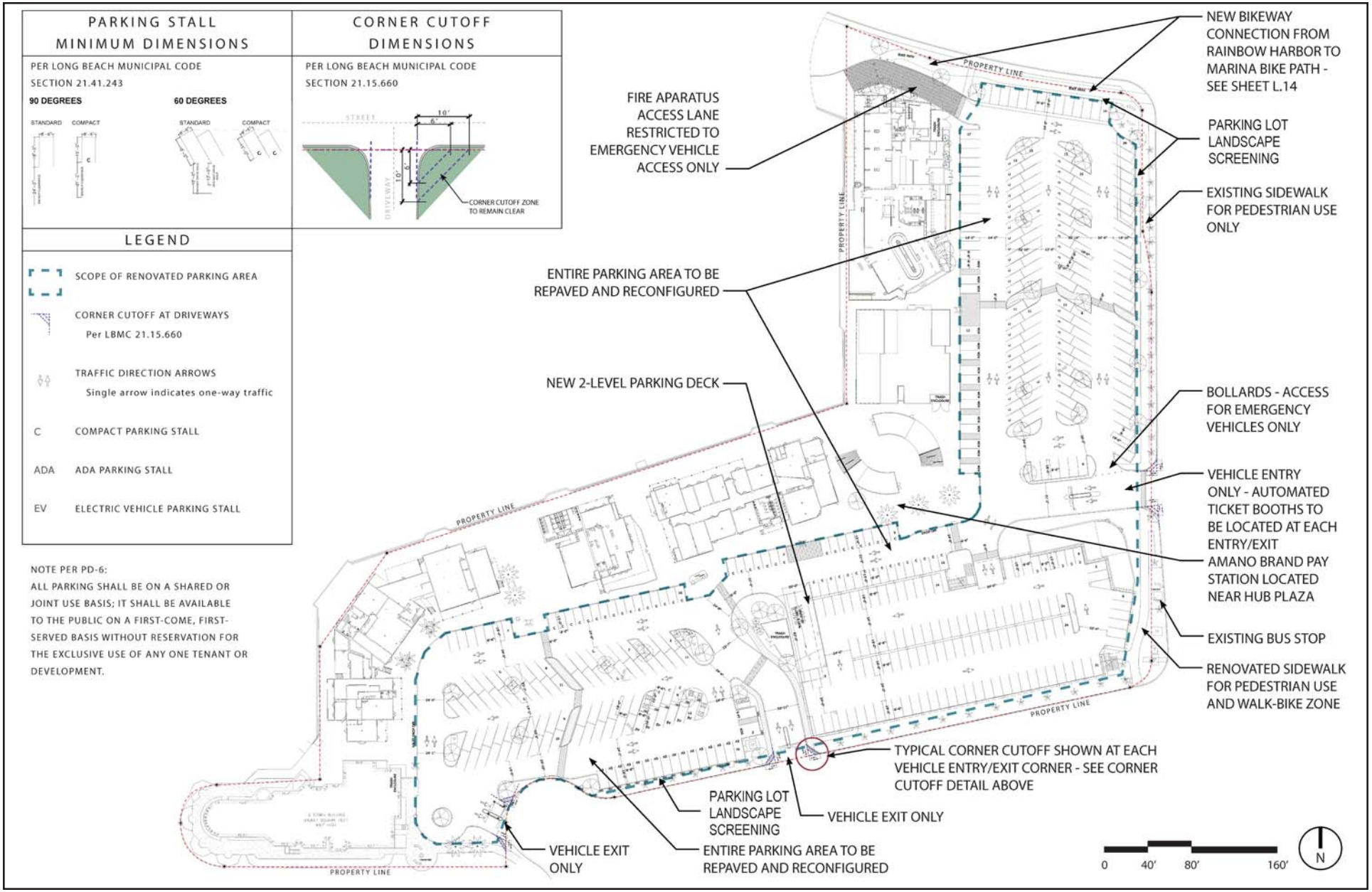
The surface parking lots on the southern and northern ends of the project site would be repaved, restriped, and landscaped. New parking gates/pay stations would be installed at the access entry points to the project site along Shoreline Village Drive, as well as new stalls with EV chargers for electric vehicles. The proposed project would maintain the existing three vehicle entry points to the project site and would not construct new ingress or egress access points to the project site. The Parking Plan for the proposed project is presented in **Figure 2-26**.

The proposed project would require the removal of 57 trees and would protect in place 76 trees on the project site. The proposed project would also plant an additional 58 new trees within the northern and southern surface parking lots and along the southern, eastern, and northern borders of the project site per requirements of the Long Beach Municipal Code (LBMC) Section 21.42.040. **Figure 2-27** displays the location of all existing trees to be removed or protected in place and new trees to be planted on the project site.

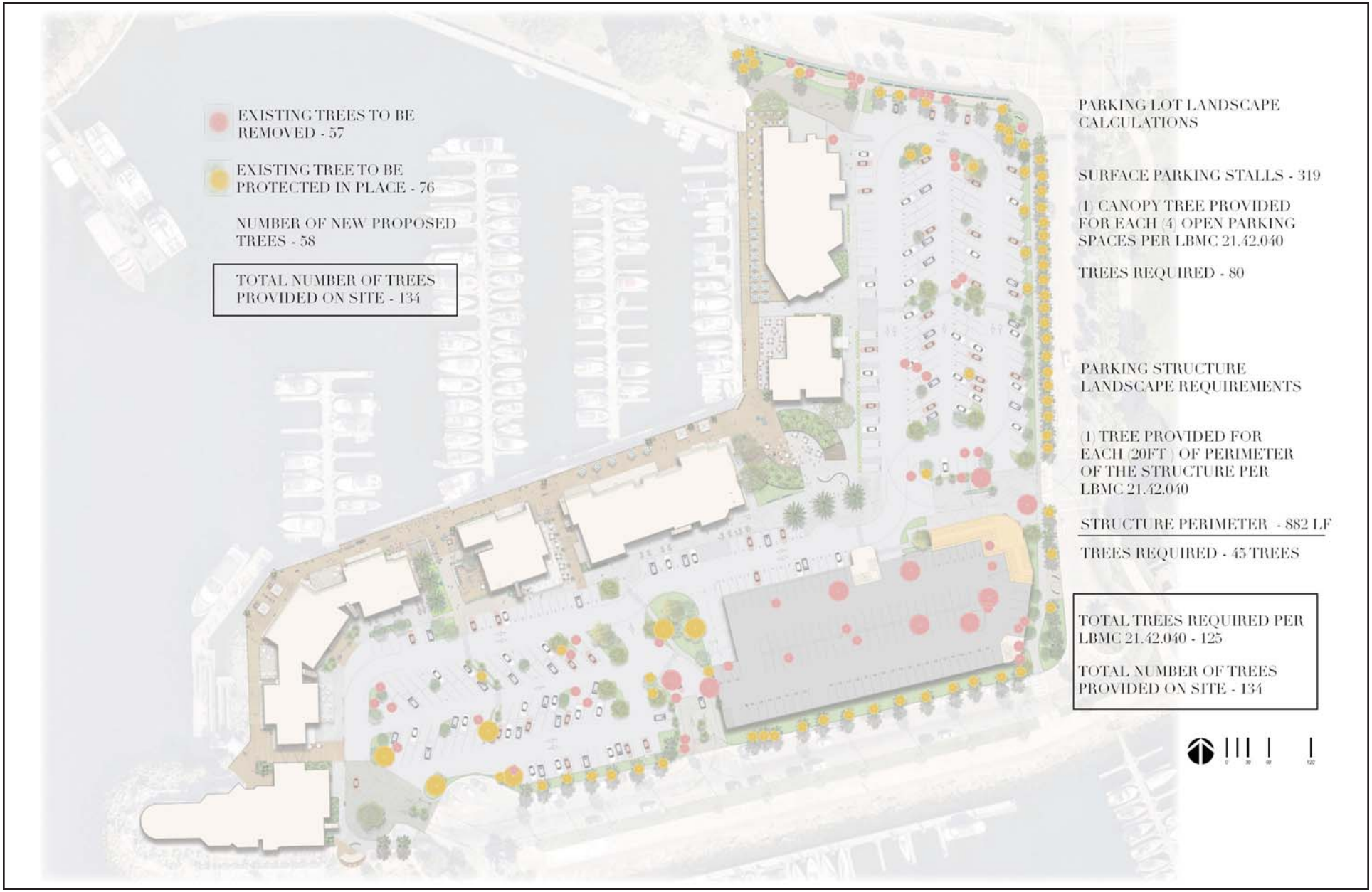
As part of the proposed project's view mitigation plan, information signage would be updated throughout the project site to improve tenant visibility and wayfinding, and three coin-operated binoculars would be added to improve views of the surrounding areas. The proposed project would also include new artwork added throughout the project site, including view corridors, the boardwalk, and retail spaces. The Signage Plan is presented in **Figure 2-28**.

2.3 CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction of the proposed project is anticipated to start in November 2024 and would take approximately 18 months to complete with operations estimated to start in May 2026. Construction would generally occur five days per week from Monday through Friday between the hours of 7:00 am to 7:00 pm during the weekdays and 9:00 am to 6:00 pm on Saturdays pursuant to Section 8.80.202 of the LBMC. Construction activities would require approximately 30 workers per day. Presently, approximately 92 percent of the project site is covered with impervious surfaces (33 percent buildings, 59 percent paving/hardscape and eight percent landscaping). The proposed construction activities would not result in an increase in impervious surface area on the project site; however, approximately two feet and 3,200 cubic yards of soil would be exported for the parking deck's foundation. Construction activities would require the use of heavy-duty equipment such as dozers, loaders, and backhoes. Construction equipment activity, worker trips, fugitive dust generation, and material hauling trips were conservatively estimated during each construction phase for analysis purposes.



Source: Next Architecture, 2022.



Source: MJS Landscape Architecture, 2022.

taha environmental planners

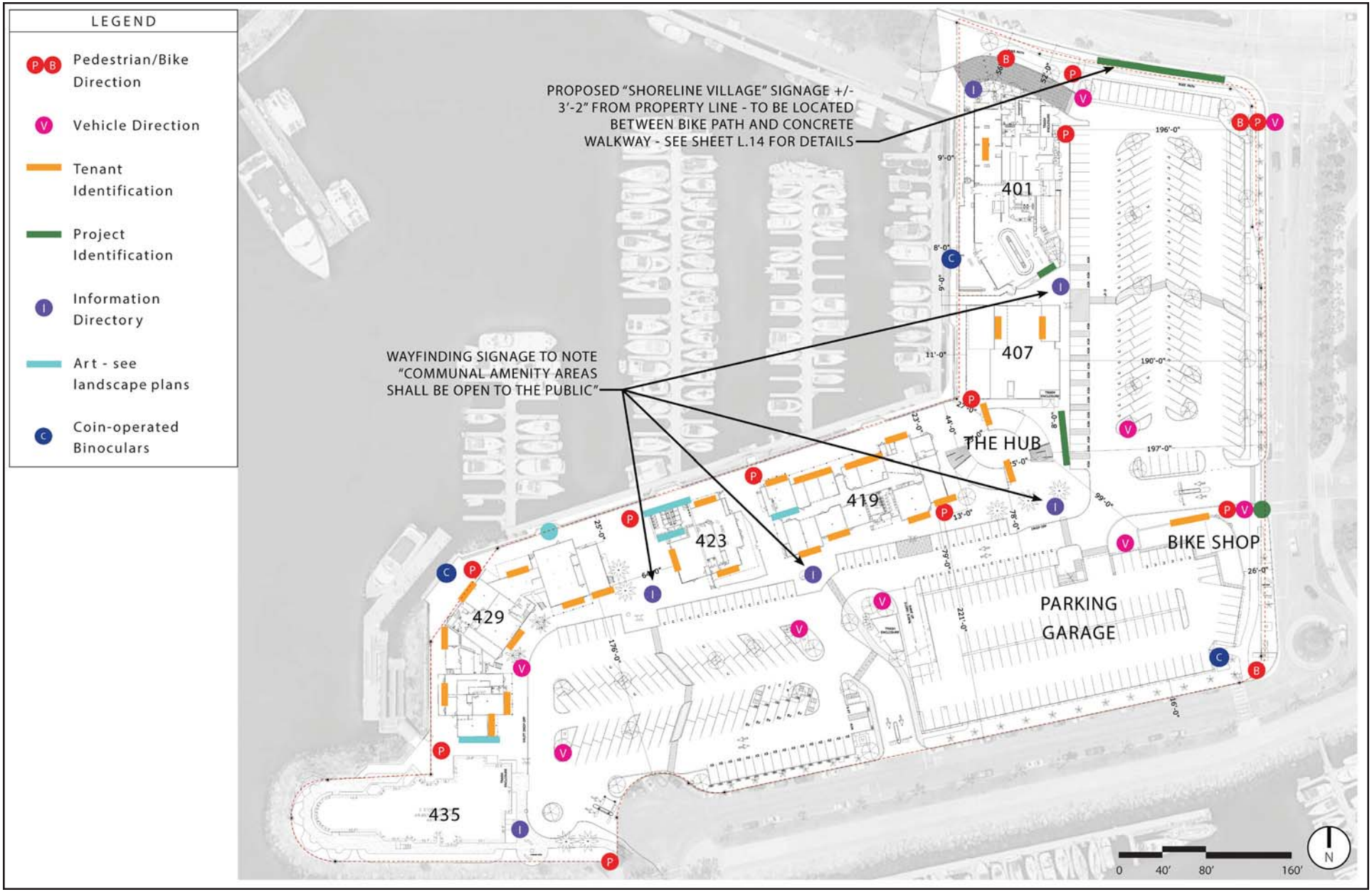
TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-27

TREE EXHIBIT



Source: Next Architecture, 2022.

taha environmental planners

TAHA 2022-088

Shoreline Village Renovation Project
Initial Study/Mitigated Negative Declaration

CITY OF LONG BEACH

FIGURE 2-28

CONCEPTUAL MASTER SIGNAGE PLAN

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency):

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" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT 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.

Maryanne Cronin — Signature
4/12/23 — Date
Maryanne Cronin — Printed Name
For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Less-Than-Significant Impact. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The City of Long Beach General Plan Urban Design Element identifies scenic vistas in the City, including 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 the distant views of the Santa Ana Mountains to the east.[7] In addition, the City's General Plan includes a Scenic Routes Element,[8] and the City's Downtown Shoreline Subareas for Planned Development Ordinance (PD-6) also addresses scenic resources and view corridors within the City.[9] Locally designated scenic routes near the project site include Shoreline Drive to the north. Other important vistas available within the vicinity of the project site include the view along Alamitos Beach; 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; and the marinas.

The project site is adjacent to the Pacific Ocean, the City of Long Beach Rainbow Harbor/Rainbow Marina, the Long Beach Shoreline Marina, and Marina Green Park, with Shoreline Drive to the north. Views of the project site from the surrounding areas currently consist of the existing Shoreline Village commercial area, on-site surface parking lots, the Pacific Ocean, Rainbow Harbor/Rainbow Marina, Alamitos Beach, The Long Beach Lions Lighthouse, Queensway Bay, scenic lookout point to the Queen Mary, the Port of Long Beach and Downtown.

The proposed project includes the renovation of existing structures, the demolition of Buildings 421, 425, and 411 (two kiosks and one retail building), the construction of two retail use buildings within the footprint of the Hub, additions to existing commercial

[7] City of Long Beach. *City of Long Beach General Plan – Urban Design Element.* 2019.
[8] City of Long Beach. *City of Long Beach General Plan – Scenic Routes Element.* 1975.
[9] The General Plan Urban Design Element was adopted in 2019 and has not yet been certified as part of the City's Local Coastal Program. Therefore, the 1975 General Plan Scenic Routes Element (1975) remains applicable in the coastal zone including the project site.

buildings, the construction of a two-story parking deck over an existing surface parking lot, and improvements to the pedestrian and bicycle circulation networks within the project site. The two-story parking deck would be a maximum 23 feet and 6 inches in height, and the exterior of the parking deck would be constructed with murals and a landscape wall, as shown in **Figure 2-8** and **Figure 2-9**. The two new retail buildings shown in **Figure 2-5** would be a maximum of 14 feet and 9 inches. These newly constructed facilities would be under the height limit established in the City of Long Beach General Plan Land Use Element and would not be of a sufficient height such that these structures would obstruct existing views of the scenic vistas from the project site.[10] In addition, these structures would comply with the Downtown Shoreline PD-6 development standards, which states that no new buildings or structures within PD-6 shall exceed over two stories or forty feet and allows for the development of a parking deck may be constructed above all or a portion of the existing Shoreline Village parking lot, provided that the structure is no higher than 18 feet above existing grade.

Through the inclusion of design considerations, such as murals, landscape walls, and other public art improvements, the proposed project would also comply with Strategy 10 and Policy UD 10-2 of the Urban Design Element of the Long Beach General Plan.[11] In addition, the proposed project would comply with Policy UD 17-1 which restricts development from encroaching into natural areas to protect viewsheds. The proposed project improves visibility and public access with the strategic placement of new additions and removal of outdated structures in compliance with Policy UD 31-3, which encourages plazas and public spaces in locations that take advantage of views and viewsheds. The proposed project improves visibility and public access with the strategic placement of new additions and removal of outdated structures and includes approximately 18,500 square feet of public outdoor amenities including the Hub Plaza, the Boardwalk, View Corridors, Harborside Plaza and a Public View deck. The placement of the parking deck further from Shoreline Drive also improves public views. Public views of the marina areas would continue to be maintained from Shoreline Village Drive to the south and east. Furthermore, the addition of coin-operated binoculars and improved wayfinding signage would increase access to views of scenic vistas from the project site and ensure that views of these resources would not be disrupted, blocked, or obscured by the proposed project. Therefore, a less-than-significant impact on scenic vistas would occur, and no mitigation measures would be required.

b) **No Impact**. A significant impact would occur if the proposed project would substantially damage scenic resources within a state scenic highway. 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. The nearest Eligible State Scenic Highway (not officially designated) is a segment of Pacific Coast Highway, located approximately four miles to the east of the project site.[12] The existing commercial buildings on the project site are not historic structures and existing vegetation on-site is limited to ornamental

[10] City of Long Beach. *City of Long Beach General Plan – Land Use Element*. 2019.
[11] City of Long Beach. *City of Long Beach General Plan – Urban Design Element.* 2019.
[12] California Department of Transportation, *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed November 28, 2022.

landscaping and various trees. Therefore, no impact on scenic resources within a state-designated scenic highway would occur, and no mitigation measures would be required.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would degrade the existing visual character or quality of public views of the site and its surroundings. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. The project site and surrounding area are generally characterized by flat topography, and the site is currently comprised of a series of commercial buildings, ancillary structures, and surface parking lots. As stated in Response to Checklist Question 3.1(a), the proposed project would not develop any buildings in exceedance of the height limits established in the City of Long Beach General Plan Land Use Element and the Downtown Shoreline PD-6 Ordinance. The proposed project is designed to protect and enhance the Waterfront land use per Strategy 28 of the Land use Element.[13] The proposed project improves visibility and public access with the strategic placement of new additions and removal of outdated structures and includes approximately 18,500 square feet of public outdoor amenities including the Hub Plaza, the Boardwalk, View Corridors, Harborside Plaza and a Public View deck. The placement of the parking deck further from Shoreline Drive would also improve public views. The proposed project would also be compatible with the surrounding area and designed to comply with applicable design guidelines. Public views from Shoreline Drive to blue water areas are partially obstructed by existing buildings and the proposed project would improve the aesthetic qualities of the project site through improved view corridors provided between structures. View corridors and public open space areas identified in the Downtown Shoreline PD-6 Ordinance include, but are not limited to, Shoreline Park, Rainbow Harbor Esplanade, the terraces at the end of Pine Avenue. The proposed would not include the construction any structures that would interfere with the view corridors identified in the Downtown Shoreline PD-6 Ordinance.[14] Therefore, the proposed project would not degrade the visual character or quality of the project site and surrounding area. A less-than-significant impact would occur, and no mitigation measures would be required.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Existing nighttime lighting sources in the surrounding area include streetlights, vehicle headlights, and interior and exterior building illumination from the surrounding uses. As shown in **Figure 2-25**, the proposed project would introduce new lighting throughout the project site; however, lighting levels would be consistent with existing nighttime lighting levels of the surrounding area. Light-sensitive uses surrounding the project site include recreational and open spaces uses to the east, south, and west. New light sources included as part of the project would be hooded or shielded to focus the light downward and prevent light spillage onto adjacent properties, consistent with lighting requirements outlined in the LBMC. Moreover, the lighting levels generated as a result of the proposed project would be relatively similar to current lighting conditions at the project site. The proposed retail buildings at the Hub would be constructed with glass materials; however, in compliance with PD-6, the buildings would be constructed with the bird-safe building treatments for the facade, landscaping, and lighting and are not expected to generate substantial amount of glare that would affect birds or the surrounding uses. Construction-related illumination would occur primarily during daylight hours would be used for safety and security purposes only and be directed so that no direct beam

[13] City of Long Beach. *City of Long Beach General Plan – Land Use Element*. 2019.

[14] City of Long Beach, *Downtown Shoreline Planned Development District Ordinance (Ordinance No. ORD-11-0017).* August 16, 2011.

illumination would extend beyond the project site. Any potential for daytime glare during construction would be short-term given the movement of equipment and materials during construction activities. Therefore, a less-than-significant impact related to lighting and glare would occur, and no mitigation measures would be required.

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a-b) No Impact. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses, conflict with existing agricultural zoning, or be located on agricultural parcels under a Williamson Act contract. No agricultural uses or related operations are present within the project site or in the surrounding area. The project site is located in an urbanized area of the City and is currently developed with commercial retail uses. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared as part of the Farmland Mapping and Monitoring Program of the California Resources Agency.[15] Additionally, there are no areas currently zoned for agricultural uses or areas that are designated as Williamson Act contract lands in the project area. Therefore, no impact to agricultural resources would occur, and no mitigation measures would be required.

c-d) No Impact. A significant impact would occur if the proposed project would conflict with existing zoning for forest land or timberland, cause the rezoning of forest land or timberland, result in the loss of forest land, or convert forest land to non-forest use. The project site and surrounding areas are not currently being used for timberland production and are not zoned as forest land or timberland, nor does the site contain forest land or timberland.

[15] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed November 29, 2022.

Therefore, no impact related to forestland would occur, and no mitigation measures would be required.

e) **No Impact**. A significant impact would occur if the proposed project would cause the conversion of farmland or forest land to non-agricultural or forest use. As discussed in Response to Checklist Questions 3.2(a) through 3.2(d) above, no agricultural or forestry operations occur in the project area. The proposed project would not introduce any changes that would result in the conversion of farmland or forest land to non-agricultural or forest use, respectively. Therefore, no impact would occur, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

A technical air quality report has been prepared for the proposed project and is included in Appendix A of this IS/MND.

a) Less-Than-Significant Impact. The project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The applicable air quality plan is the SCAQMD 2016 Air Quality Management Plan (AQMP), which is based on regional growth population and employment projections provided in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan).[16,17] The AQMP provides policies and control measures that would reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must demonstrate that daily construction and operational emissions thresholds, as established by SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP: 1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and 2) whether the project would exceed the forecasted growth incorporated into the AQMP.[18] With regards to the first consistency criterion, the SCAQMD has developed regionally specific air quality significance thresholds to assess potential impacts that may result from construction and operation of projects. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), respirable particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology. With regards to the second consistency criterion, the population and employment assumptions used to estimate regional emissions in the AQMP are obtained

[16] South Coast Air Quality Management District (SCAQMD). *2016 Air Quality Management Plan (AQMP).* March 3, 2017.

[17] Southern California Association of Governments. *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*. April 2016.

[18] South Coast Air Quality Management District (SCAQMD). *CEQA Air Quality Handbook (Version 3),* revised 2001.

from SCAG projections for cities and unincorporated areas within the SCAQMD jurisdiction. Projects that are consistent with regional growth projections are generally consistent with the AQMP.

The SCAQMD has developed both regional and localized significance thresholds to determine the significance of the construction and operations impacts of a given project.[19,20] Localized Significance Thresholds (LSTs) selected for comparison values are for a one-acre construction site in sensitive resource area (SRA) 4 with a sensitive receptor within 25 meters. **Table 3-1** shows the daily regional and localized emissions thresholds for both construction and operations.

TABLE 3-1: SCAQMD DAILY EMISSIONS THRESHOLDS (IN POUNDS PER DAY)

	Construction		Operations	
Criteria Pollutant	**Regional Emissions**	**Localized Emissions /a/**	**Regional Emissions**	**Localized Emissions[1]**
Volatile Organic Compounds (VOC)	75	None Established	55	None Established
Nitrogen Oxides (NO_X)	100	57	55	57
Carbon Monoxide (CO)	550	585	550	585
Sulfur Oxides (SO_X)	150	None Established	150	None Established
Particulates (PM_{10})	150	4	150	1
Fine Particulates ($PM_{2.5}$)	55	3	55	1

/a/ The project site is located in LST SRA 4, would have up to one acres of disturbed area daily, and is less than 25 meters from the nearest sensitive receptor (residences adjacent to the north).
SOURCE: SCAQMD, 2009, 2015.

Consistency Criterion 1: Air Quality Emissions

Construction Emissions. Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. NO_X emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust and Rule 1113 for Architectural Coatings. Rule 403 control requirements include best management practices (BMPs) to prevent the generation of visible dust plumes. BMP strategies include, but are not limited to:

- Backfilling: Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.
- Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.
- Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.

[19] South Coast Air Quality Management District (SCAQMD). *Final Localized Significance Threshold Methodology Appendix C Mass Rate Lookup Tables*, October 21, 2009.

[20] South Coast Air Quality Management District (SCAQMD). *SCAQMD Air Quality Significance Thresholds*. March 2015.

- Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Disturbed Soil: Stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).
- Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80 percent of the un-stabilized area.
- Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.
- Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- Staging Areas and Unpaved Roads: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.
- Stockpiles/Bulk Material Handling: stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.
- Trenching: Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

Regulatory Compliance Measures (**RCM-AQ-1**, **RCM-AQ-2** and **RCM-AQ-3**) require compliance with the provisions and best management practices propagated by Rule 403—such as the application of water as a dust suppressant to exposed stockpiles and disturbed ground surfaces—would reduce regional fugitive dust PM_{10} and $PM_{2.5}$ emissions associated with construction activities by approximately 61 percent. In accordance with SCAQMD Rule 1113, applicants for new development projects shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content consistent with the specifications set forth in SCAQMD Rule 1113. The construction contractor shall also use precoated/natural-colored building materials, where feasible.

Construction emissions are estimated using the latest California Emissions Estimator Model (CalEEMod)[21]. Emission factors applicable to the Los Angeles County portion of the SCAB were used in conjunction with conservative estimates of equipment activity, worker trips, fugitive dust generation, and material hauling trips to estimate maximum daily emissions during each construction phase. Construction emissions were estimated using detailed equipment inventories and construction scheduling information provided by the engineering

[21] California Air Pollution Control Officer's Association. *California Emissions Estimator Model,* https://caleemod.com/, accessed January 2023.

team combined with emissions factors from the EMFAC and OFFROAD models that are built into the CalEEMod program.

Table 3-2 shows the maximum unmitigated daily emissions that would be generated by sources involved in construction for each activity, differentiated by source location either on-site of off-site to facilitate the analysis of both regional and localized emissions. The potential for maximum daily emissions was considered individually for each phase in addition to combined emissions from new construction and renovation activities. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds during construction of the proposed project, and air quality impacts would be less than significant.

Operational Emissions. The proposed project would not include a new significant source of permanent emissions. Most importantly for air pollutant emissions, the proposed project would not generate new vehicle trips beyond existing traffic volumes. Other common sources of permanent emissions associated with land use development include area source emissions such as consumer product use (i.e., cleaning supplies). Indirect source emissions during operations commonly include energy consumption such as natural gas use associated with space heating, water heating, and stoves, as well as electricity for lighting and appliances. The replacement of aging buildings would improve the existing energy infrastructure leading to a decrease in on-site energy consumption. New on-site drought resistant landscaping would reduce exiting water use and associated indirect energy consumption used to transport water to the project site. New buildings would be LEED Certified, which would improve energy efficiency from the existing uses resulting in a reduction of indirect energy-related emissions. The proposed project would not generate more permanent emissions than the existing condition. Operational emissions would not exceed SCAQMD thresholds, and air quality impacts would be less than significant.

Consistency Criterion 2: AQMP Growth Forecasts

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP, thereby rendering the regional emissions inventory inaccurate. Implementation of the proposed project would not introduce new housing and related population to the City of Long Beach. The renovation project would not require a substantial number of new employees at the project site. The proposed project would not be considered a significant project by the SCAQMD as it would not affect growth projections incorporated into the ambient air quality standard attainment timelines. The proposed project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the RTP/SCS, and air quality impacts would be less than significant.

Summary

In summary, the proposed project would not result in daily emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Additionally, the proposed project would not have the potential to result in population and employment growth that would exceed the growth projections incorporated into the AQMP. Therefore, the proposed project would be consistent with the AQMP, and a less-than-significant impact would occur.

TABLE 3-2: ESTIMATED DAILY CONSTRUCTION EMISSIONS

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
DEMOLITION						
On-Site Emissions	2.4	23.3	20.1	<0.1	1.9	1.1
Off-Site Emissions	0.3	1.3	4.2	<0.1	1.0	0.2
Total	***2.7***	***24.6***	***24.3***	***<0.1***	***2.9***	***1.3***
EXCAVATION						
On-Site Emissions	1.9	17.3	17.2	<0.1	3.9	2.1
Off-Site Emissions	0.3	2.2	4.5	<0.1	1.2	0.3
Total	***2.2***	***19.5***	***21.7***	***<0.1***	***5.1***	***2.4***
SITE PREPARATION/GRADING						
On-Site Emissions	1.4	13.3	13.2	<0.1	3.2	1.7
Off-Site Emissions	0.3	0.7	4.0	<0.1	0.9	0.2
Total	***1.7***	***14.0***	***17.2***	***<0.1***	***4.0***	***1.9***
NEW BUILDING CONSTRUCTION						
On-Site Emissions	1.0	9.0	13.9	<0.1	0.4	0.3
Off-Site Emissions	0.3	1.4	4.7	<0.1	1.1	0.3
Total	***1.3***	***10.4***	***18.0***	***<0.1***	***1.4***	***0.6***
RENOVATION						
On-Site Emissions	0.3	3.4	6.1	<0.1	0.1	0.1
Off-Site Emissions	0.3	1.0	4.5	<0.1	1.0	0.2
Total	***0.6***	***4.4***	***10.6***	***<0.1***	***1.1***	***0.3***
NEW BUILDING CONSTRUCTION + RENOVATION						
On-Site Emissions	1.3	12.4	20.0	<0.1	0.5	0.4
Off-Site Emissions	0.6	2.5	9.2	<0.1	2.0	0.5
Total	***1.9***	***14.8***	***29.2***	***<0.1***	***2.5***	***0.9***
PAVING						
On-Site Emissions	1.1	5.8	7.5	<0.1	0.3	0.2
Off-Site Emissions	0.2	0.4	4.0	<0.1	0.8	0.2
Total	***1.3***	***6.2***	***10.9***	***<0.1***	***1.1***	***0.4***
ARCHITECTURAL COATING						
On-Site Emissions	3.6	2.4	3.0	<0.1	0.1	0.1
Off-Site Emissions	0.2	0.3	3.9	<0.1	0.8	0.2
Total	***3.9***	***2.7***	***7.0***	***<0.1***	***0.9***	***0.2***
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	**3.9**	**24.6**	**29.2**	**<0.1**	**5.1**	**2.4**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	--	**23.3**	**20.1**	--	**3.9**	**2.1**
Localized Significance Threshold	--	57	585	--	4	3
Exceed Localized Threshold?	**--**	**No**	**No**	**--**	**No**	**No**

Note: Numbers may not add precisely due to rounding.
SOURCE: TAHA, 2023.

b) **Less-Than-Significant Impact**. The SCAB is currently designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ under the State standards and nonattainment for O_3 and $PM_{2.5}$ under the federal standards.[22,23] Therefore, a project may result in a cumulatively considerable air quality impact under this criterion if daily emissions of ozone precursors (VOC and NO_X) or particulate matter (PM_{10} and $PM_{2.5}$) exceed applicable air quality thresholds of significance established by the SCAQMD. The SCAQMD designed the significance thresholds to prevent projects from exceeding the ambient air quality standards and potentially resulting in air quality violations. The SCAQMD suggests that if any quantitative air quality significance threshold is exceeded by an individual project during construction activities or operation, that project is considered cumulatively considerable and would be required to implement effective and feasible mitigation measures to reduce air quality impacts.

Conversely, the SCAQMD propagates the guidance that if an individual project would not exceed the regional mass daily thresholds, then it is generally not considered to be cumulatively significant. This method of impact determination allows for the screening of individual projects that would not represent substantial new sources of emissions in the SCAB; it also serves to exclude smaller projects from the responsibility of identifying potentially concurrent new or proposed construction and operation emissions nearby since the incremental contribution to regional emissions is minor. As shown in **Table 3-1** above, implementation of the proposed project would not exceed any applicable SCAQMD regional mass daily thresholds during construction or operation. Therefore, the proposed project would not generate cumulatively considerable emissions of ozone precursors or particulate matter, and impacts would be less than significant.

c) **Less-Than-Significant Impact**. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD has established 500 meters (1,640 feet) as the distance for assessing localized air quality impacts. Sensitive receptors within 500 meters of the project site include live aboard boats located approximately 100 feet from the project site and Shoreline Aquatic Park located approximately 350 feet (100 meters) to the west. There are additional small parks near the project site, although they are not considered sensitive air quality receptors due to lack of recreational space and the absence of playgrounds.

Construction

The use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual

[22] South Coast Air Quality Management District (SCAQMD). *NAAQS and CAAQS Attainment Status for South Coast Air Basin*. October 2018.

[23] United States Environmental Protection Agency. *The Green Book Nonattainment Areas for Criteria Pollutants*, https://www.epa.gov/green-book. October 2019.

Cancer Risk" is the likelihood that a person continuously exposed to concentrations of toxic air contaminants (TACs) over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given short-term construction schedules for urban infill projects, these types of projects do not result in a long-term (i.e., 70-year) source of TAC emissions. Additionally, SCAQMD's CEQA guidance does not require a health risk assessment for short-term construction emissions. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million. It is, therefore, not typically warranted to quantitatively evaluate long-term cancer impacts from construction activities, which occur over a relatively short duration.

The use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. Construction of the proposed project is forecasted to last for approximately 18 months, and over the course of construction activities average diesel PM emissions from on-site equipment would be approximately 0.5 pounds per day. This magnitude of diesel PM emissions is a conservative estimate based on the assumed near-continuous operation of equipment during the workday, when in reality there may be considerable downtime throughout days of active construction. Emissions would be distributed across the construction site where equipment is active and would be dispersed quickly due to the elevated atmospheric mixing height and higher wind speeds during the daytime. It is unlikely that diesel PM concentrations would be of any public health concern during the construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the proposed project would result in a less-than-significant impact related to construction TAC emissions.

Operations

The SCAQMD recommends that a health risk assessment be conducted for substantial sources of diesel PM emissions (e.g., truck stops and distribution facilities). The proposed project is not one that would generate a substantial number of heavy-duty truck trips within the region, such as a distribution warehouse. It is not anticipated that the proposed project would generate significant truck trips and no other sources of operational air toxic emissions have been identified at the project site. Therefore, the proposed project would not result in an impact related to operational pollutants.

d) **Less-Than-Significant Impact**. Odors are the only potential emissions other than the sources addressed above in Response to Checklist Questions 3.3(a) through 3.3(c).

Construction

Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize standard construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. The construction contractor will ensure that activities comply with SCAQMD Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust) to prevent the occurrence of public nuisances, visible dust plumes, and fugitive dust traveling off-site

(**RCM-AQ-1**, **RCM-AQ-2,** and **RCM-AQ-3**). Additionally, the contractor would ensure that haul trucks comply with State Vehicle Code Section 23114 (**RCM-AQ-4**) to prevent excavated or graded material from spilling onto public streets and roads. **RCM-AQ-5** would require that coatings and solvents to have a lower volatile organic compound (VOC) content than required under SCAQMD Rule 1113. Therefore, the proposed project would not result in an impact related to construction odors and other nuisances.

Operation

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Operations at the project site currently include retail and restaurant uses, which produce odors related to food preparation, trash receptacles, gasoline and diesel emissions from motor vehicles, and restroom facilities. Odors during operations of the proposed project would be similar to those of existing conditions. Operational activities would comply with SCAQMD Rule 402 (**RCM-AQ-2**), which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals in the public.

The City requires the proposed project to include a refuse enclosure that has sealed container to prevent odor spillage. Per LBMC Section 21.45.167, the proposed number of trash enclosures shall be the same as the existing number of enclosures on site. In addition, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the proposed project would not result in a significant impact related to operational odors or other nuisances.

Regulatory Compliance Measures

RCM-AQ-1 **SCAQMD Rule 401 (Visible Emissions)**: A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree equal to or greater than smoke designated as meeting No. 1 on the Ringelmann Chart.

RCM-AQ-2 **SCAQMD Rule 402 (Public Nuisance):** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

RCM-AQ-3 **SCAQMD Rule 403 (Fugitive Dust):** During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust-preventative measures by using the following Best Management Practices (BMPs):

- Backfilling: Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.

- Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.
- Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.
- Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Disturbed Soil: Stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).
- Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80 percent of the un-stabilized area.
- Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.
- Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- Staging Areas and Unpaved Roads: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.
- Stockpiles/Bulk Material Handling: stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.

RCM-AQ-4 **State Vehicle Code Section 23114:** All trucks that are to haul excavated or graded material shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

RCM-AQ-5 **Miscellaneous Local Measures:** Prior to approval of the project plans and specifications, the City shall confirm that the construction bid packages specify:

- To the extent feasible, construction/building materials shall be composed of pre-painted materials;
- Contractors shall use high-volume, low-pressure paint applicators with a minimum transfer efficiency of at least 50 percent; and,
- Coatings and solvents that will be utilized shall have a volatile organic compound (VOC) content lower than required under SCAQMD Rule 1113.

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES. 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?	☐	☐	☒	☐
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 California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐
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?	☐	☐	☐	☒

A nesting bird and tree survey of the project site was on January 18, 2023 and can be found in Appendix B.

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would cause the loss or destruction of individuals of a candidate, sensitive, or special status species or through the degradation of sensitive habitat. The project site is located in an urbanized area of the City immediately adjacent to Long Beach Harbor and Pacific Ocean. The project site is currently developed with commercial uses and supporting infrastructure, including parking lots and vehicular and pedestrian circulation. The site is surrounded by commercial and residential uses. Existing vegetation on-site is limited to ornamental landscaping vegetation and a number of trees. While these trees could provide nesting spaces for birds, no nesting birds or active nests were observed during the bird survey on January 18, 2023. Due to the disturbed nature of vegetation, soil, and sand on the site, there is little potential for special-status plant species to occur on the project site. Special-status species identified through the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) as having been observed within three miles of the proposed project site include the wester snowy plover (*Charadrius nivosus nivosus*), coastal California gnatcatcher (*Polioptila californica californica*), short-tailed albatross (*Phoebastria albatrus*), and the Pacific pocket mouse (*Perognathus*

longimembris pacificus).[24] However, the entire project site has been previously disturbed and does not contain suitable habitat for sensitive species. Therefore, impacts related to the loss of sensitive species or habitat would be less than significant, and no mitigation measures would be required.

b) **Less-Than-Significant Impact**. A significant impact would occur if any riparian habitat or other sensitive natural community would be lost or destroyed as a result of urban development. The proposed project would be located adjacent to Long Beach Harbor and Pacific Ocean, which the National Wetlands Inventory survey indicates is part of an approximately 345-acre estuarine and marine deepwater habitat. This wetland area consists of deepwater tidal habitats whose substrates are continuously covered with tidal water and less than 30 percent vegetative cover.[25] The proposed project is an infill commercial development that would not result in the direct taking of, encroachment on, or disturbance of nearby wetland areas. Construction staging areas would be contained within the project site, and construction related vehicles would operate on existing vehicle rights-of-way. However, noise and dust generated during construction has the potential to impact these deepwater tidal habitats. As discussed in Response to Checklist Question 3.3(a), the proposed project would comply with SCAQMD Rule 403 for Fugitive Dust and Rule 1113 for Architectural Coatings, which would reduce impacts related to construction-generated dust to less-than-significant levels. In addition, as further discussed in Response to Questions 3.10(a), the proposed project would be required to obtain and comply with a National Pollution Discharge Elimination System (NPDES) Construction General Permit Best Management Practices (BMPs), and applicable pollution control and erosion protection measures to protect the adjacent habitat from any potential discharge of construction debris or fill materials. Furthermore, the proposed project would not be expected to change tide and storm water levels on the project site and in its vicinity; therefore, less-than-significant impacts would occur to estuarine and marine deepwater habitat, and no mitigation measures would be required.

c) **Less-Than-Significant Impact**. A significant impact would occur if federally protected wetlands would be modified or removed as a result of the proposed project. As discussed in Response to Checklist Question 3.4(a) the proposed project would be located adjacent to a federally protected estuarine and marine deepwater habitat. The project site is located in an urbanized area of the City and is currently developed with commercial uses and surrounded by commercial and recreational uses. The proposed project would include the renovation, demolition, and construction of buildings on the project site, which are landside improvements. The proposed project would not include any construction activities which involve the direct removal, filling, hydrological interruption, or other direct disturbances to this adjacent water areas. As mentioned above and further discussed in Response to Questions 3.10(a), the proposed project would be required to obtain and comply with NPDES Construction General Permit BMPs, and applicable pollution control and erosion protection measures to protect the adjacent water areas from any potential discharge of construction debris or fill materials. The proposed project would therefore not have any impact 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,

[24] California Department of Fish and Wildlife. *BIOS 6 Viewer,* https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv, accessed November 29, 2022.

[25] U.S. Fish & Wildlife Service (FWS). *National Wetlands Inventory, Wetlands Mappe*r, https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper, accessed November 29, 2022.

filling, hydrological interruption, or other means. Therefore, a less-than-significant impact related to wetlands would occur, and no mitigation measures would be required.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. As discussed in Appendix B the project site and the surrounding area are highly developed with urban uses, and no wildlife corridors are on or in proximity to the project site. The project site is located in an urbanized area of the City and is currently developed with commercial uses. Existing vegetation on-site is limited to ornamental landscaping and a number of trees. The project site is located adjacent to the Long Beach Harbor and Pacific Ocean, which the National Wetlands Inventory survey indicates is part of an approximately 345-acre estuarine and marine deepwater habitat which contains migratory fish or other marine wildlife species. No nesting birds, nesting bird behavior, or active nests were observed during the bird survey of the project site during nesting bird season; however, the study area contains suitable habitat for nesting birds. The survey observed various bird species such as the yellow-rumped warbler (*Dendrocica coronate*), Anna's hummingbird (*Calypte anna*), and California towhee (*Melozone crissalis*), as well as the special-status species of black-crowned night herons (*Nycticorax nycticorax*).

As discussed in Response to Questions 3.10(c), the proposed project would comply with NPDES requirements and BMPs to reduce the potential for construction impacts to the wetland habitats located adjacent to the project site. If migratory birds were to traverse the project site, the birds would likely utilize mature vegetation on the project site, some of which may potentially provide nesting sites for migratory birds. Therefore, any tree removal or trimming could potentially affect migratory birds; however, the proposed project is required to comply with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). To ensure that the proposed project complies with MBTA and CFGC, implementation of Mitigation Measure **MM-BR-1** would be required. With implementation to **MM-BR-1**, the proposed project not interfere with migratory wildlife or impede use of native wildlife nursery sites by ensuring that construction activities would not occur during bird breeding season or by conducting a nesting bird pre-construction survey to establish an avoidance buffer if nests are identified.

Mitigation Measures

MM-BR-1 Activities related to the project such as vegetation removal, ground disturbance, and construction and demolition should occur outside of the bird breeding season (January 1 through September 31). If construction must begin during the breeding season, a pre-construction nesting bird survey is recommended no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey should be conducted on-foot inside the project site, including a 300-foot buffer for passerine species and a 500-foot buffer for special-status species. The survey should be conducted by a biologist familiar with the identification of colonial waterbirds and other avian species known to occur in the area.

If nests are found, an avoidance buffer should be demarcated by a qualified biologist. The buffer width would be determined based on the species, location of the nest, ambient conditions near the nest, and planned construction related activities. All construction personnel should be notified as to the existence of the buffer zone and to avoid entering the buffer zone

during the nesting season. No parking, storage of materials, or construction activities should occur within the buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer should only occur at the discretion of the qualified biologist.

e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project were inconsistent with local regulations pertaining to biological resources. The project site is not located on or near any Los Angeles County designated Significant Ecological Areas (SEAs).[26] The project site is located in an urbanized area of the City and is currently developed with commercial uses and surrounded by commercial and recreational uses. Existing vegetation on-site is limited to ornamental landscaping and the following tree species: paper bark tree (*Melaleuca quinquenervia*), weeping fig (*ficus benjamina*), Mexican fan palm (*Washingtonia robusta*), Peruvian pepper tree (*Schinus molle*), black locust (*Robinia pseuoacacia*), California fan palm (*Washingtonia filifera*), silver dollar gum (*Eucalyptus polyanthoemos*), and queen palm (*Syagrus romanzoffiana*). The proposed project would remove 57 trees, protect in place 76 trees, and plant an additional 58 trees throughout the project site (see **Figure 2-27**: Tree Exhibit). Per LBMC Section 21.42.040, one canopy tree would be provided for every four parking spaces on the northern and southern surface parking lots, and one tree would be provided for every 20 feet of perimeter of the new two-story parking deck. The total number of trees under the proposed project would exceed the minimum number of trees required under the LBMC. While no trees on the project site would be considered protected trees under LBMC Section 14.28, the proposed project would be required to comply with the City's tree ordinance (Chapter 14.28 Trees and Shrubs), which regulates tree trimming and removal of any City-owned street trees and requires a permit to be obtained prior to cutting, trimming, removing, pruning, planting, injuring, or interfering with any City-owned street trees. Within the Coastal Zone all non-emergency tree maintenance must also only take place between October 1 and December 31. Tree work requires an inspection by a qualified arborist prior to the start of work and shall be performed by a professional possessing the ability to follow the American National Standards Institute (ANSI) standards which are performance standards put in place for the care and maintenance of trees. Additionally, the proposed project would be required to comply with the City's landscape requirements. Therefore, a less-than-significant impact related to policies or ordinances protecting biological resources would occur, and no mitigation measures would be required.

f) **No Impact**. A significant impact would occur if the proposed project would conflict with other approved local, regional, or state habitat conservation plan. As discussed in Response to Checklist Questions 3.4(a) through 3.4(e) above, the project site is located in an urbanized area of the City and is currently developed with commercial uses and surrounded by commercial and recreational uses. Existing vegetation on-site is limited to ornamental landscaping and trees. The project site is not located within or adjacent to the boundaries of any adopted habitat conservation plans, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact related to habitat conservation plans would occur, and no mitigation measures would be required.

[26] Los Angeles County Department of Regional Planning. *GIS-Net Public,* http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed November 29, 2022.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

A cultural resources desktop assessment was conducted for the proposed project using records search results from the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. In addition to the SCCIC records search, a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Inventory of Historic Resources, the Built Environment Resource Directory, and the Archaeological Determinations of Eligibility list was also conducted. The cultural resources assessment can be found in Appendix C of this IS/MND.

a-b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a historical resource, or if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. Historical resources are defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project site is currently developed with commercial uses, including restaurants and retail spaces.

The SCCIC records search identified two cultural resources studies (LA-5403, LA-12808) that were conducted within the project site area. **Table 3-3** summarizes these previous studies below. The SCCIC records search results also identified 14 cultural resources located within a 0.5-mile radius of the project site. None of these resources would be impacted or altered by the proposed project. The SCCIC records search results also identified one historic structure recorded within the project site (The Shoreline Looff Carousel (P-19-187089)). The State's Historical Resources Commission reviewed and approved the carousel's petition for listing in the CRHR in 1984. The Commission also approved the carousel's designation as a California Point of Historic Interest. In 1994, the Los Angeles Times, reported that the carousel was sold to the City of San Francisco, and therefore, there is no impact to this historic structure.[27]

[27] Pope, John. "Carousel to Take a Spin to Bay Area." *The Los Angeles Times,* https://www.latimes.com/archives/la-xpm-1994-09-29-hl-44332-story.html, accessed January 30, 2023.

TABLE 3-3: PREVIOUSLY CONDUCTED CULTURAL RESOURCES ASSESSMENTS FOR THE PROJECT SITE

Report Number	Year	Name	Report Results
LA-5403	1994	Environmental Impact Report for the Queensway Bay Master Plan (State Clearinghouse No. 94081033, EIR No. E-13-94	Determined an unlikely or low potential to encounter coastal prehistoric sites due to the high energy nature of the shoreline environment; prehistoric and historic sea crafts/vessels are unlikely or have a low potential, due to their fragile nature and perishable materials, and there are no known historic vessels located within the study area. Identified seven structures as historically significant, however none of these structures are located within the project site and would not be impacted or altered by the proposed project. There are no inundated prehistoric sites or isolated artifacts that have been reported within the study area. Consequently, no impacts are anticipated. The Cultural Section concluded that since there are no impacts anticipated, no mitigation measures are necessary (City of Long Beach 1994).
LA-12808	2014	Cultural Resources Study of the Wilmington Oil and Gas Field, Los Angeles County, California in Support of Analysis of Oil and Gas Well Stimulation Treatments in California Environmental Impact Report	Used SCCIC record search results and extant geological, historical, and geographic information to develop a series of cultural sensitivity models that identified the potential for archaeological and/or built environment resources within the Wilmington Oil Field area. The assessment found that large portions of the oil field had a moderate to high potential for cultural resources and provided mitigation measures to reduce potential impacts to less than significant by recommending location specific analysis for cultural resources prior to construction activities (Applied Earth Works, Inc. 2014).

SOURCE: Rincon, 2022.

The project site was constructed circa 1975, from predominantly man-made fill and sand derived from ocean dredging, and hydraulic fill operations that created the site's landmass. The project site has been actively disturbed by commercial and recreational activities for at least the past 40 years. The existing structures proposed for demolition and renovation are all less than 45 years old and do not have any local, state, or federal designation for cultural or historic preservation. None of the structures that would be affected by the proposed project have any unusual characteristics and are not known to be associated with any national, regional, or local figures of significance that would qualify them as a historical resource or of historic significance. It is therefore highly unlikely that cultural (prehistoric and historic) resources exist within the project site, based on the reclaimed soils that underlie the project site and the current level of development within the site. However, approximately two feet of soil would be excavated for the construction of the parking deck. Therefore, in the unlikely event of unanticipated discoveries of cultural resources, the project coordinator would ensure the implementation of Mitigation Measure **MM-CR-1**. Implementation of Mitigation Measure **MM-CR-1** would address and reduce potential impacts to the less than significant level by ensuring that construction activities cease until an archaeologist and/or a Native American representative evaluates and prepares a recovery plan for the resource. With mitigation measures incorporated, the proposed project would have a less-than-significant impact to historical and archaeological resources.

Mitigation Measures

MM-CR-1 **Unanticipated Discovery of Cultural Resources.** In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for California Register of Historical Resources eligibility shall be completed. If the resource proves to be eligible for the California Register of Historical Resources and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of California Code of Regulations Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per California Code of Regulations Guidelines Section 15126.4(b)(3)(C).

c) **Less-Than-Significant Impact**. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. As discussed in Response to Question 3.5(b), the areas underlying the project site are composed of artificial fill built over the Long Beach Harbor. There are no formal cemeteries, other places of human internment, or burial grounds or sites known to exist within the project site. Human remains are not expected to be encountered during construction of the proposed project. However, in the unlikely event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would be implemented including contacting the Los Angeles County Department of Medical Examiner-Coroner (Regulatory Compliance Measure **RCM-CR-1**). If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public

Resources Code Section 5097. With compliance with these regulations, a less-than-significant impact would occur, and no mitigation measures would be required.

Regulatory Compliance Measures

RCM-CR-1 **Unanticipated Discovery of Cultural Resources.** In the unlikely event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 will be implemented including contacting the Los Angeles County Department of Medical Examiner-Coroner. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.6 ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a-b) Less-Than-Significant Impact. A significant impact would occur if the proposed project would result in the wasteful consumption of energy resources or conflict with or obstruct a state or local plan for energy efficiency. The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips. Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply with the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during construction to the extent feasible, and project construction would not result in a wasteful or inefficient use of energy resources.

During operations of the proposed project, Southern California Edison would provide electricity and Long Beach Utilities would provide natural gas to the project site. Energy use associated with operation of the proposed project would be typical of retail and restaurant uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning, electronic equipment, machinery, refrigeration, appliances, security systems, and more (see Appendix A for CalIEEMod outputs). Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. Additionally, as discussed in Response to Question 3.3(a), the proposed project would not generate new vehicle trips beyond existing traffic volumes (see Section 3.17, Transportation for more information). The proposed project does not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Therefore, a less-than-significant impact would occur, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	☐	☒

a.i) **No Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. Although there are several faults within the vicinity of the City, the project site is not located within the Alquist-Priolo Special Studies Zone. The nearest Alquist-Priolo Zone is located approximately four miles to the east of the project site.[28] Additionally, the proposed project would be constructed in accordance with the latest California Building Code (CBC) seismic safety requirements and locally adopted

[28] California Department of Conservation. *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 29, 2022.

requirements. In addition, the proposed project does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The proposed project is typical of urban environments and would not involve deep excavation creating unstable seismic conditions that would result in the rupture of a fault. Therefore, no impact associated with rupture of a known earthquake fault would occur, and no mitigation measures would be required.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. Additionally, the design and construction of the proposed buildings are required to conform to the CBC seismic standards, as well as all other applicable codes and standards to reduce impacts from strong seismic ground shaking. Therefore, the proposed project would result in a less-than-significant impact, and no mitigation measures would be required.

a.iii) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. The project site is located in a Liquefaction Potential Area.[29] However, with the inclusion of the recommendations and requirements outlined in Mitigation Measure **MM-GS-1**, potentially significant impacts related to liquefaction would be reduced to a less than significant level. Furthermore, the proposed project would be constructed in accordance with the CBC seismic standards and locally adopted requirements. Compliance with the CBC and implementation of the recommendations contained within a site-specific soils engineering report would ensure that building foundations are appropriate to site conditions. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

[29] California Department of Conservation. *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 29, 2022.

Mitigation Measures

MM-GS-1 Prior to the construction of the proposed project, the contractor shall conduct a geotechnical investigation to address liquefaction and soil-related constraints on the project site, subject to review by the City Engineer, or designee. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. Geotechnical investigations would also include a site-specific soils engineering investigation of the nature, distribution, and strength of existing soils; recommendations for grading procedures, design criteria for corrective measures, and other data. 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 Geotechnical Report.

a.iv) **No Impact**. A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to landslides. The project site and that surrounding area are relatively flat. The site is not adjacent to any slopes or hillsides that could be potentially susceptible to landslides. Therefore, no impact would occur, and no mitigation measures would be required.

b) **Less-Than-Significant Impact**. A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. During ground disturbing activities, such as grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, as further discussed in Response to Questions 3.10(a), the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced NPDES Construction General Permit, BMPs and applicable pollution control and erosion protection measures as stated in the LBMC. With compliance with these regulations, impacts related to soil erosion would be less than significant, and no mitigation measures would be required.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil, the proposed project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed in Response to Checklist Questions 3.7(a.iii), the project site is located within a Liquefaction Potential Area but is not susceptible to landslides due to the flat topography of the project area. The proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential.

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The likelihood of lateral spreading to occur on the project site is low due to the relatively flat topography of the project site and the surrounding area. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or

petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal would cause subsidence or ground collapse overlying a pumped reservoir.

The project site is located approximately 0.4 miles to the northwest from the nearest Long Beach Oil Islands, a series of four artificial islands with major oil drilling rigs that tap into the Long Beach Oil Field underneath the City. These islands, collectively called the THUMS Islands, produce approximately 25,000 barrels of oil every day.[30] Oil production within the City resulted in ongoing subsidence issues starting in the 1940s. 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. Construction and operation of the proposed project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, subsidence, liquefaction, or collapse. In addition, Mitigation Measure **MM-GS-1** would require the project to comply with all applicable building codes and standards, including the CBC and implement the recommendations contained within a site-specific soils engineering report. Therefore, with implementation of Mitigation Measure **MM-GS-1** the proposed project would not cause or exacerbate existing conditions associated with subsidence and collapse. Impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant, and no mitigation measures would be required.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, 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.[31] Due to the unknown origin of on-site soils, on-site soils have the potential to be expansive. However, implementation of Mitigation Measure **MM-GS-1** would require the project to comply with all applicable building codes and standards, including the CBC, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. The project applicant would also be required to prepare a soils engineering report which would include information regarding the nature, distribution and strength of existing soils, recommendations for grading procedures, design criteria for corrective measures, and other data. Compliance with the CBC, implementation of the recommendations contained within the City-required soils engineering report, and implementation of Mitigation Measure **MM-GS-1** would ensure that impacts related to expansive soils would be less-than-significant impact.

[30] Long Beach Marinas. *Oil Islands at Long Beach,* https://longbeachmarinas.net/long-beach-oil-islands/, accessed November 29, 2022.

[31] City of Long Beach. *City of Long Beach General Plan – Seismic Safety Element.* 1988.

e) **No Impact**. A significant impact would occur if adequate wastewater disposal were not available to the project site. The project site is currently developed with commercial uses where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur, and no mitigation measures would be required.

f) **No Impact**. A significant impact would occur if the proposed project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. As discussed in Response to Question 3.7(d), the project site is composed of hydraulic fills, assorted man-made fills, and soils of questionable origin. No unique geologic features exist on or adjacent to the project site. The proposed project does not involve deep levels of excavation. Ground-disturbing activities would generally take place in previously disturbed soils, and there is no native soil on the project site. Therefore, there is no potential to encounter paleontological resources. No impact would occur, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

A technical greenhouse gas (GHG) emissions report has been prepared for the proposed project and is included in Appendix D of this IS/MND. A Sea Level Rise Analysis was also conducted for the proposed project and is included in Appendix E of this IS/MND.

a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would generate GHG emissions that may have a significant impact on the environment. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60°F. Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler. In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass), and water vapor.

CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the County nor SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that would be generated by projects under CEQA.

SCAQMD published the Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold in October 2008. SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds within the district's jurisdiction. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was outlined in the minutes of the final Working Group meeting on

September 28, 2010. For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 metric tons of CO_2e ($MTCO_2e$) per year is the most appropriate comparison value for impacts determination based on the commercial land use elements comprising the proposed project.

The City of Long Beach adopted the Long Beach Climate Action Plan (LB CAP) in 2022. The emissions inventories and targets in the LB CAP can be used in the development of a project-specific efficiency threshold. Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. Appendix D includes the LB CAP checklist demonstrating compliance.

Construction emissions are estimated using CalEEMod. Implementation of the proposed project would generate both direct and indirect GHG emissions. Temporary direct GHG emissions would be generated from the use of off-road equipment and truck/worker vehicle trips during construction activities. Mandatory compliance with SCAQMD regulations that restrict vehicle idling and ensure optimal equipment operating conditions would prevent the occurrence of excessive GHG emissions from these sources. The SCAQMD recommends that temporary GHG emissions associated with construction of CEQA projects be amortized over the operational life of the project to reflect the cumulative nature of climate change implications, which for this project is assumed to be 30 years based on SCAQMD staff recommendations (SCAQMD, 2008). Construction of the proposed project would generate approximately 462 $MTCO_2e$ over the 18 months of site improvements (emission calculation sheets can be found in Appendix D). Emissions would not exceed the SCAQMD draft interim significance threshold of 3,000 MTCO2e in any year of construction or in total. Therefore, the proposed project would result in a less-than-significant impact related to GHG emissions.

The above analysis does not account for operational emissions because the proposed project would not include a new source of permanent emissions. Most importantly for GHG emissions, the proposed project would not generate new vehicle trips beyond existing traffic volumes (See Section 3.17, Transportation for more information). Indirect source emissions during operations commonly include energy consumption such as natural gas use associated with space heating, water heating, and stoves, as well as electricity for lighting and appliances. The replacement of aging buildings would improve the existing energy infrastructure leading to a decrease in on-site energy consumption. New on-site drought resistant landscaping would reduce exiting water use and associated indirect energy consumption used to transport water to the project site. Furthermore, the proposed site improvements would be designed in accordance with the CALGreen code and current Title 24 energy efficiency standards for nonresidential buildings. The proposed project would be designed to meet LEED requirements based on preliminary architectural designs. The proposed project would not generate more permanent emissions than those occurring under existing conditions.

b) Less-Than-Significant Impact. A significant impact would occur if the proposed project would conflict with a plan, policy or regulation adopted for the purpose of reducing GHG emissions. The overall components of the proposed project would result in no net change in the commercial area of 82,368 square feet per the original entitlement. All buildings constructed for the proposed project would be designed to achieve LEED Certified level.

This type of small infill development would not interfere with State, regional, or local plans prepared to reduce GHG emissions.

Assembly Bill (AB) 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill sets a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, CARB adopted the Scoping Plan, which sets forth the framework for facilitating the state's goal of reducing GHG emissions to 1990 levels by 2020. The First Update of the Scoping Plan was adopted on May 22, 2014. CARB adopted the 2017 Scoping Plan in November 2017, which details strategies to cut back 40 percent of GHGs by 2030. AB 32, the updated first Scoping Plan, and the 2017 Scoping Plan did not establish regulations implementing, for specific projects, the Legislature's statewide goals for reducing GHGs. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), and increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by state agencies. The proposed project would not interfere with implementation of AB 32 and measures contained within the Scoping Plan to reduce GHG emissions.

The California legislature enacted SB 375 in 2008 to set regional targets for the reduction of GHG emissions and to require the preparation of Sustainable Communities Strategies by metropolitan planning organizations. SB 743 was enacted in 2013 to evolve the assessment of transportation impacts under CEQA, and SB 743 was incorporated into the CEQA Guidelines in 2018 by promulgating the use of vehicle miles traveled (VMT) and VMT reductions as a significance threshold metric. The proposed project would not generate new vehicle trips beyond the existing condition. Projects that generate less than 500 daily trips are considered small projects by the City, with the presumption of a less-than-significant impact related to VMT. The proposed project would not have the potential to conflict with the regional GHG emissions targets and VMT reduction efforts of SB 375 and SB 743, respectively.

The proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (E.O.) S-03-05 and SB 32, or the carbon neutrality goal for 2045 identified in E.O. B-55-18. E.O. S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. E.O. B-55-18 establishes an additional statewide policy goal to achieve carbon neutrality as soon as possible and no later than 2045 and to achieve and maintain net negative emissions thereafter.

The proposed project would incorporate energy-efficiency, sustainability, and water-efficiency standards required by the LBMC and the LB CAP. The proposed project would be consistent with the existing land use designations on the project site and would not introduce new growth in population, housing, or employment to the City. The proposed project would also not increase regional vehicle trips. Therefore, the proposed project would be consistent with the City's Land Use Element of the General Plan, which is Step 1

in the LB CAP consistency review process. The second step in the LB CAP consistency review involves screening out projects that would achieve 1.4 $MTCO_2e$ per service population or less in per capita GHG emissions. As described previously, the proposed project would not include any new substantial permanent source of GHG emissions and would not induce new vehicle trips. There is also no service population associated with the proposed project, as it involves site improvements that would not create new commercial or residential development. Therefore, a quantitative analysis of the operational GHG emissions is not warranted, and the proposed project successfully screens out of further LB CAP consistency review. Appendix D includes the LB CAP checklist demonstrating compliance. Therefore, the proposed project would result in a less-than-significant impact related to GHG reduction plans.

A Sea Level Rise Analysis was completed for the proposed project assesses potential impacts across multiple sea level rise scenarios.[32] Vulnerability to sea level rise hazards was evaluated through an analysis of hazard exposure, sensitivity, and adaptive capacity. Exposure refers to the type, duration, and frequency of coastal hazards a specific resource is subject to under a given sea level rise scenario. Sensitivity represents the degree to which a resource is impaired by exposure to coastal hazards. Adaptive capacity refers to the ability of a resource to cope with changes in coastal hazards over time.

The State of California Ocean Protection Council has high confidence in estimates to approximately 2050, after which increased uncertainty in modeling efforts cause predictions to diverge. Due to the high degree of uncertainty associated with predicting when and at what rate sea level rise will occur, the analysis looked at a range of sea level rise values starting with present day conditions and including low-probability sea level rise scenarios at the end of the century. Buildings within the project site were constructed in the 1980s. Assuming a 75- to 100-year useful life for those structures and a 50-year design life for the updates, small additions, and parking deck proposed as part of proposed project, 2080 was used as the time horizon for sea level rise hazard analyses. Three scenarios have been selected for analysis that consider projected sea level rise from 3.3 to 6.6 feet to capture potential hazards during, at the end of, and after the proposed project useful life. Coastal hazards under each increment of sea level rise are evaluated under non-storm, 1-year, and 100-year coastal storm conditions.

The effects of sea level rise on storm and non-storm related flooding were evaluated using results of the United States Geological Survey Coastal Storm Modeling System (CoSMoS) Version 3.0, Phase 2. This is a multi-agency modeling effort led by the United States Geological Survey designed to make detailed predictions of coastal flooding and erosion based on existing and future climate scenarios for Southern California. CoSMoS coastal flooding projections simulate the effects of erosion, wave runup, and overtopping during storm events.

The Sea Level Rise Analysis concludes that the flood hazard exposure is relatively low within the project site. The 3.3-foot sea level rise scenario is not projected until a time horizon approaching the end of the useful life of the proposed project. Flood projections are absent from the project site, although flood hazard exposure increases slightly in areas surrounding the project site. CoSMoS flood projections cover a limited area of the southern

[32] Moffatt & Nichol, *Shoreline Village Redevelopment Sea Level Rise Analysis*, May 10, 2022.

portion of Shoreline Village Drive under 1-year storm conditions and more extensive under a 100-year coastal storm event.

The 4.9-foot sea level rise scenario, projected to occur at the end of or slightly after the useful life of the proposed project, represents the first case in which flood hazard exposure is present within the project site itself. Under this scenario, CoSMoS modeling results indicate that the southern portion of Shoreline Village Drive, located outside of the project site, will be susceptible to flooding under non-storm, spring tide conditions. Flood projections for a 100-year storm event extend further north along Shoreline Village Drive and cover limited portions of parking areas within Shoreline Village.

Flood hazard exposure is projected to increase substantially within the project site for a 6.6-foot sea level rise scenario, though this scenario is not projected to occur until after the useful life of the proposed project. While flood hazard exposure increases, projected flooding of commercial structures remains limited to 100-year storm conditions. Non-storm spring tide flood projections extend across significant portions of parking areas and roadways surrounding Shoreline Village. The extent of flood projections increases slightly for a 1-year storm event but remain limited to parking areas and surrounding roadways. Under 100-year storm conditions in combination with a 6.6-foot sea level rise, CoSMoS modeling results show flooding across the entirety of Shoreline Village.

The adaptive capacity of Shoreline Village is bolstered by the relative absence of flood projections up to 4.9-foot sea level rise, not projected to occur until the end of the useful life of the proposed project, and non-storm flood projections remaining absent in project site commercial development areas across all sea level rise scenarios. Within the project site, raising the elevation of paved areas and floodproofing commercial structures are options to address projected increases in coastal hazards over time as needed, though floodproofing is not projected to be needed until after the Project's useful life. Given current sea level rise projections, it is highly unlikely that any adaptation actions would become necessary until after 2070, allowing for significant time to monitor hazard conditions and plan for implementation accordingly.

A summary of potential adaptation measures within the project site for each sea level rise scenario and associated time horizon is presented below. Adaptation options were chosen to align with long-term sea level rise and flooding adaptation actions outlined in the LB CAP.

- Expand beach nourishment
- Construct living shoreline/berm
- Elevate street hardscapes
- Elevate streets/pathways
- Retreat/realign parking lots
- Extend/upgrade existing seawalls

In summary, the proposed project would not interfere with GHG reduction plans. In addition, the project site is not usually prone to sea level rise. It is highly unlikely that any adaptation actions would become necessary until after 2070, allowing for significant time to monitor hazard conditions and plan for implementation accordingly. Therefore, the proposed project would result in a less than significant impact related to GHG reduction plans, and no mitigation measures would be required.

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.9	**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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a-b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it would create a significant hazard through the accidental release of hazardous materials into the environment. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Similarly, operations of the proposed project would involve the limited use and storage of common hazardous substances that are commercially available, such as cleaning supplies, pesticides, herbicides, and other landscaping supplies. The use of common hazardous substances would be similar to those that are typically used during construction activities and for retail and restaurant uses. In addition, as further discussed in Response to Questions 3.10(a), the proposed project would be required to obtain and comply with a NPDES Construction General Permit BMPs, and applicable pollution control and erosion protection measures to protect the adjacent wetlands from any potential discharge of construction debris or fill materials. The proposed project does not involve any industrial uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials. All hazardous materials used during construction and operational activities would be handled in compliance with applicable federal, state,

and local standards and regulations. The United States Environmental Protection Agency banned most asbestos-containing products in 1989, while lead-based paint was banned by Congress in 1971. According to the Cultural Resources Assessment prepared for the proposed project and included Appendix C, the project site has been actively disturbed by commercial and recreational activities for at least the past 40 years, and aerial imagery from 1978 shows retail buildings, restaurants, and a parking lot in place. Due to the age of the buildings, some building materials may contain asbestos. It is also likely that some of the painted surfaces may have been painted with lead-based paint. Therefore, there are potentially hazardous materials associated with the existing buildings. To reduce the potential hazardous impacts associated with the demolition and renovation of the existing buildings, Mitigation Measures **MM-HAZ-2** and **MM-HAZ-3** listed below for handling Asbestos-Containing Materials (ACM), and Lead-Containing Materials (LCM) shall be implemented. Adherence to these mitigation measures would reduce impacts to a less than significant level.

Mitigation Measures

MM-HAZ-2 Prior to and demolition or renovation activities, the applicant shall provide a letter from a qualified asbestos abatement consultant that no asbestos-containing materials are present in the buildings. If asbestos-containing materials are found to be present, all asbestos removal operations shall be performed by a California Occupational Safety and Health Administration registered and California-licensed asbestos contractor. All disturbances of asbestos-containing materials, and/or abatement operations, shall be performed under the surveillance of a third-party California Occupational Safety and Health Administration Certified Asbestos Consultant. All disturbances of asbestos-containing materials, and/or abatement operations, shall be performed in accordance with all state and local regulations.

MM-HAZ-3 Any suspect lead-based paint shall be sampled prior to any demolition or renovation activities. Any identified lead-based paint located within buildings scheduled for renovation or demolition shall be abated by a licensed lead-based paint abatement contractor and disposed of accordance with all state and local regulations.

c) **No Impact**. A significant impact would occur if the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There are no schools or educational facilities located within a quarter mile of the project site. The project site is developed with existing commercial uses. As discussed in Response to Checklist Questions 3.9(a) and 3.9(b), the proposed project would comply with all applicable standards and regulations related to the transport, use, and disposal of hazardous materials during construction and operational activities, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations Title 22. Additionally, operation of the proposed institutional project would not involve the use or transport of large quantities of hazardous materials. Therefore, no impact would occur, and no mitigation measures would be required.

d) **No Impact**. A significant impact would occur if the proposed project would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control and the State

Water Resources Control Board each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. A search of the EnviroStor and Geotracker databases determined that the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.[33,34] Therefore, no impact would occur, and no mitigation measures would be required.

e) **No Impact**. A significant impact would occur if the proposed project would be located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the area. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport to the project site is Long Beach Airport, which is approximately four miles northeast of the project site. The proposed project would not result in an airport related safety hazard for people residing or working in the area. Therefore, no impact would occur, and no mitigation measures would be required.

f) **No Impact**. A significant impact would occur if the proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Interstate 405 and Interstate 710 are designated disaster routes in the City. Other roadways able to accommodate residents in a large-scale City-wide evacuation include Pacific Coast Highway, 7th Street, Long Beach Boulevard, Cherry Avenue, and Lakewood Boulevard.[35] The proposed project is an infill development and would not impede the use of any disaster routes in the City. In addition, the project plans would be reviewed by the City's Fire Department to ensure that adequate emergency access for emergency vehicles is provided. Therefore, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur, and mitigation measures would be required.

g) **No Impact**. A significant impact would occur if the proposed project would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. The project site is not located within or adjacent to a wildland area in a Very High Fire Hazard Severity Zone (VHFHSZ), as identified by the California Department of Forestry and Fire Protection (CalFire). The site is located in an urbanized area of the City surrounded by commercial and residential uses and is adequately served by existing facilities and utilities. No large, undeveloped areas and/or steep slopes that may pose wildfire hazards are located on or near the project site. Additionally, the proposed project would adhere to relevant building design codes, including the City's Fire Code. Therefore, no impact related wildland fires would occur, and no mitigation measures are required.

[33] Department of Toxic Substances Control, *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/, accessed November 29, 2022.

[34] State Water Resource Control Board, *GeoTracker*, https://geotracker.waterboards.ca.gov/, accessed November 29, 2022.

[35] City of Long Beach, *Natural Hazards Mitigation Plan*, February 28, 2017.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Construction of the proposed project would require demolition, site clearing, grading, utility installation, paving, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff, to local storm drains, which drain into water resources. However, the proposed project would comply with the requirements of the NPDES permit, and the subsequent requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP), mandated by the California Regional Water Quality Control Board (RWQCB) Los Angeles region (Regulatory Compliance Measure **RCM-HYD-1**). The intent of these regulations is to prohibit non-storm water discharges into the storm drain systems or receiving waters and to require source control and Best Management Practices (BMPs) to prevent or reduce the discharge of pollutants into the storm water to the maximum extent practicable. Presently, approximately 92 percent of the project site is covered with impervious surfaces (33 percent with buildings, 59 percent paving/hardscape and eight percent with landscaping). The proposed project would not result in an increase in impervious surfaces on the project site. The proposed project would also be required to comply with the City's Low Impact Development (LID) requirements (Regulatory Compliance Measure **RCM-**

HYD-2).[36] LID is a stormwater management strategy that emphasizes conservation and the use of existing natural site features integrated with stormwater controls to most closely mimic natural hydrologic patterns. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. In addition, the applicant is required to submit a grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes, for review and approval by Building and Safety prior to the issuance of a building permit. Compliance with these requirements would reduce potential impacts to local storm water drainage facilities to a less-than-significant level, and no mitigation measures are required.

Regulatory Compliance Measures

RCM-HYD-1 Prior to issuance of a grading permit, the City of Long Beach's (City) Director of Development Services, or designee, shall confirm that Best Management Practices (BMPs) associated with construction activities have been developed to ensure that the potential for soil erosion and sedimentation is minimized and to reduce pollutant discharges to the City MS4 as a result of construction activities in compliance with Long Beach Municipal Code (LBMC) Section 8.96.120. These BMPs shall be included in the project plan specifications and implemented by the project contractor.

RCM-HYD-2 Prior to issuance of a grading permit, the City's Director of Development Services, or designee, shall confirm that structural and nonstructural BMPs have been developed to be implemented on a post-construction basis along with an associated maintenance agreement in compliance with the requirements of LBMC Section 8.96.130. In addition, the City's Director of Development Services, or designee, shall confirm that a Low Impact Development (LID) Plan has been prepared. The LID Plan shall specify the BMPs to be incorporated into the project design to target pollutants of concern in stormwater runoff from the project site in compliance with LBMC Section 18.74.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. The proposed project is an infill development and is not anticipated to result in a significant increase in the consumption of water supplies on the project site. Approximately half of the City's potable water supplies come from existing Long Beach groundwater supplies, and the other half is purchased from the Metropolitan Water District of Southern California (MWD). The project site is not currently used for groundwater recharge activities. As discussed above approximately 92 percent of the project site is currently covered with impervious surfaces (33 percent with buildings, 59 percent paving/hardscape and eight percent with landscaping), and the proposed project would not result in an increase in impervious surfaces on the project site. Construction of the parking deck would require approximately 3,200 cubic yards of soil to a depth of two (2) feet to be excavated from the project site. However, the proposed project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater

[36] LBMC, *Chapter 18.74. Low Impact Development Standards*.

during construction or operations of the proposed project. Therefore, impacts would be less than significant, and no mitigation measures would be required.

c.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. During construction, soils on the project site would be temporarily exposed to surface water runoff; however, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion, including the NPDES and the subsequent requirements of the SUSMP which include BMPs to control sedimentation and erosion (Regulatory Compliance Measure **RCM-HYD-1**). As discussed in Response to Checklist Question 3.10(a), above, the City would also review and approve the grading plan, hydrology, and hydraulic calculations prior to grading activities. Compliance with these regulations and requirements would control on- and off-site erosion during construction. During project operations, the proposed project would comply with the City's LID requirements, and use controls that reduce runoff. Therefore, impacts associated with changes to the existing drainage pattern that could result in substantial erosion or siltation would be considered less than significant, and no mitigation measures would be required.

c.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff and would result in flooding on- or off-site. The project site is located within an urbanized area of the City with existing stormwater infrastructure in place. The project site is also located adjacent to the area where the LA River deposits into the Long Beach Harbor. As discussed above, approximately 92 percent of the project site is covered with impervious surfaces (33 percent with buildings, 59 percent paving/hardscape and eight percent with landscaping), and the proposed project would not result in an increase in impervious surfaces on the project site, and implementation of the proposed project would not alter the course of a stream or river. Furthermore, the proposed project would implement standard construction BMPs to avoid or minimize temporary adverse effects and comply with the City's LID requirements including using infiltration and other controls that reduce runoff.[37] Therefore, a less-than-significant impact would occur, and no mitigation measures are required.

c.iii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As discussed in Checklist Questions 3.10(a.i) through 3.10(c.ii) above, the proposed project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge and identify measures that would limit the amount of polluted runoff entering the stormwater drainage system. Additionally, the proposed project would incorporate BMPs and LID requirements to minimize the discharge of pollutants during construction and reduce runoff operations. Compliance with applicable regulations would ensure that the proposed project would not create or contribute runoff water that would exceed the capacity of the City's stormwater drainage system or provide substantial additional sources of polluted

[37] LBMC, *Chapter 18.74. Low Impact Development Standards*.

runoff. Therefore, a less-than-significant impact would occur, and no mitigation measures are required.

c.iv) Less-Than-Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern in a manner that would impede or redirect flood flows. The project site is not located within a Federal Emergency Management Association (FEMA) 100-year flood hazard zone. The project site is located in an area with reduced flood risk due to existing flood levee systems.[38] As discussed in Response to Checklist Questions 3.10(c.i) and 3.10(c.ii), the proposed project would connect to storm drains and would incorporate City LID requirements to reduce runoff during operations. Stormwater runoff would not increase in a manner that would exceed the capacity of the existing stormwater drainage system within the public rights-of-way. Therefore, the proposed project would not alter the project site's drainage patterns in a manner that would impede or redirect flood flows. A less-than-significant impact would occur, and no mitigation measures are required.

d) Less-Than-Significant Impact. A significant impact would occur if the proposed project is in a flood hazard, tsunami, or seiche zone and would risk the release of pollutants due to project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The project site is not located within a 100-year flood hazard zone. As discussed in Response to Question 3.8(b), the flood hazard exposure is relatively low within the project site. Under the current sea level rise projections, it is highly unlikely that any adaptation actions would become necessary until after the useful life of the proposed project, allowing for significant time to monitor hazard conditions and plan for implementation accordingly. Therefore, the proposed project site is not considered prone to flooding due to sea level rise.

The project site is located adjacent to the Long Beach Harbor and Pacific Ocean and is within areas subject to potential risks associated with a tsunami.[39] However, the proposed project would not increase the risk of a tsunami occurring or exacerbate such conditions. Furthermore, the City has implemented the 2017 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. Therefore, a less-than-significant impact would occur, and no mitigation measures are required.

e) No Impact. A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Los Angeles Regional Water Quality Control Board Basin Plan for

[38] Federal Emergency Management Agency (FEMA). *FEMA's National Flood Hazard Layer (NFHL) Viewer,* https://hazards-fema.maps.arcgis.com/ apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed November 29, 2022.

[39] California Department of Conservation. *California Tsunami Maps and Data,* https://www.conservation.ca.gov/cgs/tsunami/maps/, accessed November 29, 2022.

the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles Regional Water Quality Control Boards (RWQCB's) regulatory programs.[40] As discussed, Response to Checklist Questions 3.10a through 3.10d above, the proposed project would not substantially degrade water quality, significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, no impact related to the Basin Plan or sustainable groundwater management plans would occur, and no mitigation measures are required.

[40] Los Angeles Regional Water Quality Control Board Basin Plan, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/, accessed March 15, 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) **No Impact**. A significant impact would occur if the proposed project would physically divide an established community. The project site is currently developed with restaurant and commercial uses and is surrounded by commercial and recreational uses. The proposed project involves the renovation of existing buildings, the demolition of two kiosks and one retail building, the construction of two new retail buildings, additions to existing commercial buildings, and a two-story parking deck, and various renovations to the public access spaces. The proposed project also includes improvements to the bicycle paths on the northern end of the project site to connect existing bicycle paths. The proposed project would allow for additional parking on the project site. These elements would improve overall on-site circulation and connectivity. Access to the project site would continue to be provided from Shoreline Drive to the north. Access to the surrounding uses would not be disrupted, and the proposed project does not include any features that would physically divide or block access to or through the community. The proposed project would not result in any street closures, and the proposed project does not include any new roads or infrastructure that has the potential to divide the community. Therefore, no impact would occur, and no mitigation measures are required.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project conflicts with applicable land use plans, policies, or regulations in a manner that would result in a significant environmental impact. The project site is located in the Downtown Shoreline Planned Development District (PD-6), is zoned for commercial uses, and has a 1989 General Plan Land Use Designation of LUD No. 7 (Mixed Uses). In general, areas in this land use district are classified as multi-purpose activity centers, and this district is intended for use in large, vital activity centers, not in strips along major arterials. The project site is also located within the Coastal Zone of the City of Long Beach and is subject to the rules and regulations of the California Coastal Act (CCA). As previously discussed, the project site is currently developed with commercial land uses. The proposed project is an infill development that would implement physical changes to on-site facilities but would not introduce new or non-permitted land uses for PD-6.

Goals and objectives established in 1989 Land Use Element address a range of topics, which include economic development, downtown revitalization, new housing construction, affordable housing, neighborhood emphasis, facilities maintenance, and functional transportation. The 1989 Land Use Element were intended to define course for Long Beach through the year 2000. In 2019, the City prepared the Land Use and Urban Design Elements which introduce the concept of “Place Types,” and replaces the previous approach of segregating property within the City through traditional land use designations and zoning classifications. The 2019 Land Use Element establishes 14 primary Place Types that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each Place Type is defined by unique land use, form, and character defining goals, polices, and implementation

strategies tailored specifically to the particular application of that Place Type within the City. The proposed project would support the goals and policies of the Land Use Element of the City's 2019 General Plan as shown in **Table 3-4**.[41]

TABLE 3-4: APPLICABILITY OF LAND USE ELEMENT GOALS AND POLICIES TO THE PROPOSED PROJECT

Goal/Strategy	Applicability to Proposed Project
Goal No. 1: Implement Sustainable Planning and Development Practices	The proposed project is an infill development that would construct new retail buildings that meet LEED Certified level.
Strategy No. 1: Support sustainable urban development patterns.	The proposed project is an infill development. New construction would meet LEED Certified level.
LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.	The proposed project would construct a 2-story parking deck which would add 24 electric vehicle charging parking stalls.
LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects	The proposed project is an infill development in an urban area.
LU Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.	The proposed project would incorporate vegetated surfaces on the two newly constructed retail buildings and the parking deck.
Strategy No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change by employing a full range of feasible means to meet climate goals.	The proposed project would construct new facilities to meet LEED Certified status. Construction and operation of the proposed project would comply with applicable laws and regulations related to the reduction of GHG emissions. See Response to Question 3.8(a-b).
LU Policy 2-1: Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.	See Response to Question 3.8(a-b).
Goal No. 3: Accommodate Strategic Growth and Change	The proposed project would increase in parking capacity and retail space would contribute to economic growth within an infill development.
Strategy No 8: Enhance and improve the waterfront areas.	The proposed project would improve the aesthetic quality of the project site through improved wayfinding signage, renovated pedestrian plazas, public artwork, view corridors, and lookout viewing points on the project site.
Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space	The proposed project would connect the Rainbow Harbor Bicycle Path and the Marina Green bike path.
Strategy No. 18: Increase open space in urban areas.	The proposed project would construct improvements to the pedestrian circulation routes throughout the site.
LU Policy 18-1: Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.	The proposed project would construct improvements to the pedestrian circulation routes throughout the site, including the creation of a new Hub Plaza.

SOURCE: City of Long Beach, 2019 Land Use Element

[41] City of Long Beach. *City of Long Beach General Plan – Land Use Element.* 2019.

The proposed project would require approval of the following discretionary actions:

- Site Plan Review – Required for commercial development for new buildings of 1,000 square feet or more,[42] and required in conjunction to a Long Range Development Plan.[43] Such plan shall be submitted to the Planning Commission for approval through the site plan review procedure.

- Sign Program[44] – Required for any new commercial, industrial, or institutional building(s).

- Coastal Development Permit – Required for any development on the first lot located on, adjacent to, across the street from, or abutting the beach, bay, ocean or tidelands.[45]

Upon approval of the requested discretionary actions by the City, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. Therefore, no impact would occur, and no mitigation measures are required.

[42] LBMC Section 21.25.502.
[43] LBMC Section 21.34.020.
[44] LBMC Section 21.44.035.
[45] LBMC Section 21.25.903.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 MINERAL RESOURCES. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a-b) **No Impact**. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value and residents of the state or result in the loss of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The project site is currently developed with retail and restaurant commercial uses. The project site and surrounding properties are located in an urbanized area of the City. According to the City's General Plan Conservation Element (1973), the primary mineral resources within the City have historically been oil and natural gas.[46] As discussed in Response to Question 3.7(c), the project site is located above the Long Beach Oil Field and is within 0.4 miles of the nearest THUMS Island oil extraction site. However, there are currently no oil extraction activities occurring on or adjacent to the project site.

Over the last century, oil and natural gas extraction activities have been diminished. Although extraction operations continue, they are on a reduced scale compared to past levels. Additionally, as stated in Response to Checklist Question 3.7(d), 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 any 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. No impact related to mineral resources would occur, and no mitigation measures are required.

[46] City of Long Beach. *City of Long Beach General Plan – Conservation Element*. 1973.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 NOISE. Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

A noise and vibration technical report has been prepared for the proposed project and is included in Appendix F of this IS/MND.

a) **Less-Than-Significant Impact with Mitigation Incorporated**. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}), L50 and Community Noise Equivalent Level (CNEL). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic

energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. L50, is the noise level for 30 minutes within any hour. The L_{eq} and L50 are expressed in units of dBA.

CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 pm and 10:00 pm is as if the sound were 5 dBA higher than if it occurred from 7:00 am to 7:00 pm. From 10:00 pm to 7:00 am, humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 pm to 10:00 pm and 10 dBA to sound levels in the night from 10:00 pm to 7:00 am. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average.

Summary of Applicable Noise Regulations/Standards

The City of Long Beach has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Chapter 8.80 of the LBMC sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in the City. The LBMC has not established a quantitative standard for construction noise, which is instead regulated by allowable hours of construction. LBMC Section 8.80.202 (Construction Activity – Noise Regulations) states that no construction or repair work shall be performed between the hours of 7:00 pm and 7:00 am on Monday through Friday and federal holidays occurring on weekdays, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person shall operate or permit the operation of any tools or equipment which produce loud or unusual noise between the hours of 7:00 pm on Friday and 9:00 am on Saturday and after 6:00 pm on Saturday. No person shall conduct construction work on Sunday. A Sunday work permit may be issued by the Noise Control Officer, but only for the hours between 9:00 am and 6:00 pm.

Section 8.80.150 of the LBMC states that exterior noise standards are based on various land use districts and are presented in Section 8.80.160. Land uses near the project site are located in Noise District One and Two. **Table 3-5** summarizes the applicable standards for Noise District One and Two. LBMC Section 8.80.160(C) states that if the measured ambient noise level exceeds the permissible noise limit categories, then the allowable noise exposure standard shall be increased by increments of 5 dB. **Table 3-6** summarizes the LBMC interior noise standards for various land use districts and types.

TABLE 3-5: CITY OF LONG BEACH EXTERIOR NOISE LIMITS (DISTRICT ONE AND TWO)

Allowable Noise Exposure Duration	Daytime (7:00 am to 10:00 pm)		Nighttime (10:00 pm to 7:00 am)	
	District One	District Two	District One	District Two
30 Minutes (L_{50})	50 dBA	60 dBA	45 dBA	55 dBA
15 Minutes	55 dBA	65 dBA	50 dBA	60 dBA
5 Minutes	60 dBA	70 dBA	55 dBA	65 dBA
1 Minute	65 dBA	75 dBA	60 dBA	70 dBA
Any period of time	70 dBA	80 dBA	65 dBA	75 dBA

SOURCE: LBMC *Section 8.80.160, Exterior Noise Limits – Correction for Character of Sound*.

TABLE 3-6: CITY OF LONG BEACH INTERIOR NOISE LIMITS			
Receiving Land Use District	**Type of Land Use**	**Time Interval**	**Allowable Interior Noise Level (dBA)**
All	Residential	10:00 pm to 7:00 am 7:00 am to 10:00 pm	35 45
All	School	7:00 am to 10:00 pm (While school is in session)	45
Hospital, designated quiet zones and noise sensitive zones	Quiet Zones	Any time	40
SOURCE: LBMC *Section 8.80.170 Interior Noise Limits – Maximum Sound Levels.*			

LBMC Section 8.20.200 (N) (Noise Disturbances – Acts Specific) states that air-conditioning or refrigerating equipment shall not exceed 55 dBA at the nearest property line, 50 dBA at a neighboring patio, or 50 dBA outside the neighboring living area window nearest the equipment location.

LBMC Section 8.80.340 (A) (Variance – Exemption from regulations.) states that a variance may be obtained from a noise control officer to grant an exemption from any provision of Chapter 8.80 of the LBMC.

The City of Long Beach also includes noise regulations within the Noise Element of the General Plan. The Noise Element, adopted in 1975, serves as a comprehensive program for noise control and abatement in Long Beach and includes an action program consisting of various measures that the City may implement in pursuing its noise control plan.[47]

Existing Noise Levels

The project site is zoned for commercial uses (PD-6) and has a 1989 General Plan Land Use Designation of LUD No. 7 (Mixed Uses). The location of the project site, which is located in an urban area of the City surrounded by commercial and recreational uses. The project site is bounded by Shoreline Drive to the north, the Marina Green recreational park to the east, Long Beach Shoreline Marina to the southeast, Long Beach Harbor to the south, and Rainbow Harbor/Rainbow Marina and Shoreline Aquatic Park to the west. The project site and surrounding areas to the north, east, and west, as well as commercial and recreational uses located across Long Beach Harbor to the south, are located within the Downtown Shoreline Planned Development District (PD-6, Subarea 6).

Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, and libraries. A complete list of sensitive receptors located within 500 feet of the project site are shown in **Table 3-7**.

To characterize the existing noise environment around the project site, short-term noise measurements were taken using a SoundPro DL Sound Level Meter. Short-term noise measurements were conducted on Monday, January 23, 2023, from 12:00 pm to 3:00 pm, in 15-minute increments. This time of day represents a typical construction time without the added noise source of peak hour traffic. Short-term monitored noise levels ranged from 53.1 to 58.6 dBA L_{eq}. Traffic noise along nearby roadways were the primary sources of noise in the project area. Monitored noise levels are shown in **Table 3-8**.

[47] City of Long Beach. *City of Long Beach General Plan – Noise Element.* 1975.

TABLE 3-7: SENSITIVE RECEPTORS		
Sensitive Receptor	**Noise District**	**Distance from Project Site (Feet)**
Marina Green	1	50
Long Beach Shoreline Marina Live Aboard Boats	1	115
Rainbow Lagoon Park	2	115
Hyatt Regency Long Beach	2	300
Shoreline Aquatic Park	1	425
Dockside Boat & Bed	1	550
SOURCE: TAHA, 2023.		

TABLE 3-8: EXISTING AMBIENT NOISE LEVELS			
Noise Measurement Site	**Noise Monitoring Location**	**Noise District**	**Noise Level (dBA, L_{eq})**
1	Long Beach Shoreline Marina Live Aboard Boats	1	57.9
2	Marina Green	1	55.1
3	Rainbow Lagoon Park	2	58.6
4	Hyatt Regency Long Beach	2	57.4
5	Shoreline Aquatic Park	1	56.9
6	Dockside Boat & Bed	1	53.1
SOURCE: TAHA, 2023.			

The noise measurement results in **Table 3-8** show that the existing ambient noise levels near the project site are higher than the City's daytime exterior noise standards. The noise monitoring locations and sensitive receptors in the vicinity of the project site are shown in Figure 1 of the Noise and Vibration Technical Report included in Appendix F. In accordance with LBMC Section 8.80.150 (C), if the measured ambient level exceeds the exterior noise standards for its land use district, the allowable noise exposure standard shall be increased by 5dB increments to encompass the ambient noise level. **Table 3-9** lists the adjusted exterior noise standards for the proposed project.

TABLE 3-9: CITY OF LONG BEACH ADJUSTED EXTERIOR NOISE STANDARDS			
Sensitive Receptors	**Original Threshold for Noise District (dBA, L_{eq})**	**Monitored Noise Levels (dBA, L_{eq})**	**Adjusted Standard (dBA, L_{50})**
Long Beach Shoreline Marina Live Aboard Boats	50.0	57.9	60
Marina Green	50.0	55.1	60
Rainbow Lagoon Park	60.0	58.6	60
Hyatt Regency Long Beach	60.0	57.4	60
Shoreline Aquatic Park	50.0	56.9	60
Dockside Boat & Bed	50.0	53.1	55
SOURCE: TAHA, 2023.			

Noise Levels

Construction activity would result in temporary increases in ambient noise levels in the area surrounding the project site on an intermittent basis. Noise levels from the construction of the proposed project would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and

presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment.

Typical noise levels from various types of equipment that would be used during construction are listed in **Table 3-10**. Due to the small size of the project site, it is anticipated that only one or two pieces of equipment would be operated at a time. The combined noise levels shown in **Table 3-10** consider the likelihood that up to two of the loudest pieces of construction equipment in that phase would be operating simultaneously. Noise levels would typically range from 74.7 to 83.1 dBA L_{eq} during the construction process. When considered as an entire process with multiple pieces of equipment, paving would generate the loudest noise level at approximately 83.1 dBA L_{eq} at 50 feet.

TABLE 3-10: PHASED CONSTRUCTION NOISE LEVELS

Construction Equipment	Noise Level at 50 feet (dBA)
DEMOLITION	
Concrete Saw	82.6
Dozer	77.7
Front End Loader	75.1
Combined Demolition	**79.6**
GRADING/SITE PREPARATION FOR NEW CONSTRUCTION	
Backhoe	73.6
Dozer	77.7
Front End Loader	75.1
Grader	81.0
Combined Grading/Site Preparation	**82.7**
NEW BUILDING CONSTRUCTION	
Generator Set	77.6
Forklift	79.4
Front End Loader	75.1
Welder	70.0
Combined Building Construction	**81.6**
RENOVATIONS	
Aerial Lift	67.7
Forklift	79.4
Front End Loader	75.1
Combined Building Construction	**80.8**
PAVING	
Paver	74.2
Paving Equipment	82.5
Roller	73.0
Combined Paving	**83.1**
ARCHITECTURAL COATING	
Air Compressor	73.7
Aerial Lift	67.7
Combined Architectural Coating	**74.7**

SOURCE: FHWA, *Roadway Construction Noise Model*, 2008.

Construction activities would occur Monday through Friday, and workers would typically be onsite from 7:00 am to 5:00 pm. Construction on Saturdays from 8:00 am to 4:00 pm would occur as needed through key milestones throughout the proposed project. The LBMC has not established a quantitative standard for construction noise specifically, which is instead regulated by allowable hours of construction set forth in LBMC

Section 8.80.202. Construction activity would therefore comply with the allowable hours of construction in the LBMC, which are 7:00 am to 7:00 pm Monday through Friday, 9:00 am to 6:00 pm on Saturday, and no construction activity on Sundays.

For informational purposes, construction noise has been assessed at offsite uses and are shown in **Table 3-11**. Paving activity will likely be the loudest phase of construction, which would utilize a paver, paving equipment, and a roller. The simultaneous operation of the paver and paving equipment would more accurately characterize paving activity. A paver and paving equipment would generate a noise level of approximately 83.1 dBA L_{eq} at 50 feet and is used as the reference construction noise level for this analysis. The proposed project is located near an approximately 345-acre estuarine and marine deepwater habitat. The Golden Shore Biological Reserve in particular is located approximately 3,300 feet away from construction activity and construction equipment would not be audible above existing noise sources at this distance. Construction noise would be temporary, would not permanently change the noise environment in a way that would be detrimental to wildlife, and would be indistinguishable from existing noise sources such as roadway and boat traffic.

TABLE 3-11: CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Sensitive Receptors	Distance (feet)	Max Construction Noise Level (dBA, L_{eq})
Marina Green	50	83.1
Long Beach Shoreline Marina Live Aboard Boats	115	75.9
Rainbow Lagoon Park	115	75.9
Hyatt Regency Long Beach	300	67.5
Shoreline Aquatic Park	425	64.5
Dockside Boat & Bed	550	62.3

SOURCE: TAHA, 2023.

Construction of the proposed project would not result in a violation of the construction noise regulations set forth by LBMC Section 8.80.202 which establishes allowable hours of construction in the City. Nonetheless, to reduce construction noise levels at nearby sensitive receptors the proposed project would implement Mitigation Measure **MM-N-1**, which is standard best management practices to control noise at offsite uses. These include requiring the construction contractor to use engine mufflers consistent with manufacturers' standards, which would reduce noise by at least 5 dBA, and requiring all equipment to be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated at the project site. Additionally, noise would be further reduced by locating equipment staging areas away from sensitive receptors, limiting equipment idling noise, and establishing a noise disturbance coordinator.

Construction activity would comply with the allowable hours of construction set forth in LBMC Section 8.80.202 which is how the City regulates construction noise. Construction noise would be temporary and intermittent and noise levels typically lower than the maximum levels presented above. The proposed project would result in a less-than-significant impact without mitigation. However, Mitigation Measure **N-1** is recommended to minimize construction noise at sensitive receptors. With mitigation, the proposed project would still result in a less-than-significant impact.

Operations

Operational sources of noise include mechanical equipment (e.g., heating, ventilation, and air conditioning, outdoor spaces, on-road vehicles, and the parking deck. Mechanical equipment would not be a significant source of new noise as the proposed project. The overall components of the proposed project would result in no net change in the commercial area of 82,368 square feet per the original entitlement, and there would not be substantial changes to the amount of new mechanical equipment. In addition, older equipment would be replaced with new equipment, which would be more efficient and generate less noise. Similarly for outdoor spaces, the redevelopment is not anticipated to result in a significant increase in patrons and outdoor activity would generally be similar to existing conditions. The proposed project is primarily a renovation project and would not generate a significant number of new on-road vehicle trips and would not increase existing roadway noise.

The proposed project would also construct a two-level, 227-stall parking deck over the existing surface parking area along Shoreline Village Drive. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. It is anticipated that vehicle speeds on the project site would not exceed 10 miles per hour. Parking activity noise was calculated based upon a reference noise level of 56.4 dBA L_{eq} at 50 feet for a 1,000-parking space parking garage. The noise level was adjusted using guidance provided by the FTA Transit Noise and Vibration Impact Assessment guidance and a maximum volume of 226 trips per hour, as estimated based on the number of new dedicated parking spaces for the project.[48] The resultant noise level of parking activity at a distance of 115 feet at the nearest sensitive receptor (Long Beach Shoreline Marina Live Aboard Boats) would approximately be 42.7 dBA L_{eq}, which would be lower than the existing noise level of 57.9 dBA L_{eq} and the exterior noise standard of 60 dBA. Operational noise related to parking activity would not exceed LBMC noise standards. Therefore, the proposed project would result in a less-than-significant impact related to operational noise and no mitigation is required.

Mitigation Measures

MM-N-1 Prior to issuance of building permits, the City of Long Beach (City) Director of Community Development Department, or designee, shall verify that grading and construction plans include the following requirements:

- Power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of construction of the proposed project. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise levels. Prior to initiation of construction the contractor shall demonstrate to the city that equipment is properly muffled, shielded and maintained. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

[48] Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment*. September 2018.

- Equipment shall be turned off when not in use for an excess of five minutes, except for equipment that requires idling to maintain performance.
- A project liaison shall be appointed for project construction and be responsible for addressing public concerns about construction activities, including excessive noise. As needed, the liaison shall determine the cause of the concern (e.g., starting too early, bad muffler) and implement measures to address the concern.
- The public shall be notified in advance of the location and dates of construction hours and activities.

b) **Less-Than-Significant Impact**. Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

The City has established regulations related to vibration. Section 8.80.200 (G) of the LBMC states that it is a violation to operate or permit the operation of a device that creates vibration which is above the vibration threshold at or beyond the property boundary of the source if on private property or at 150 feet from the source if on public space.[49] Vibration perception is defined as the minimum groundborne vibration necessary to cause a normal person to be aware of the vibration by means such as feeling the vibration or observing vibration-induced motion of other objects. The vibration regulation is approximately 0.001 g's (acceleration from gravity) in the 0 to 30 hertz frequency range and 0.003 g's in the frequency range of 30 to 100 hertz. This standard in the LBMC was not intended to control construction vibration as mobile construction equipment always generates some degree of perceptible vibration. For damage, the impact criteria are established based on the structural foundation of the potentially impacted building. Site visits indicate that the buildings near the project site are constructed with non-engineered timber and masonry. Vibration levels that exceed a peak particle velocity (PPV) of 0.2 inches per second could potentially damage these types of buildings.

Construction

Because construction activity is short-term and equipment moves around a project site, the primary concern regarding construction vibration relates to building damage. Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Equipment used during construction would be most similar to a large bulldozer, which generates a vibration level of 0.089 inches per second at 25 feet. Importantly, construction of the proposed project would not require pile driving.

Equipment that would be utilized would be most similar to a small bulldozer, which generates a PPV of 0.003 inches per second at 25 feet. The equipment with the largest potential for vibration impacts would be an excavator, which generates a PPV of 0.040 inches per second at 25 Construction activity can generate varying degrees of

[49] City of Long Beach Municipal Code, Section 8.80.200 Noise Disturbances—Acts Specified.

vibration, depending on the procedure and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

Equipment that would be utilized would be most similar to a small bulldozer, which generates a PPV of 0.003 inches per second at 25 feet. Equipment with the largest potential for vibration impacts would be similar to a large bulldozer, which generates a PPV of 0.089 inches per second at 25 feet. The nearest off-site structures would be located more than 25 feet away and would be below the 0.2 inches per second vibration damage criterion (PPV) set by the FTA. Therefore, the proposed project would result in a less-than-significant impact related to on-site construction vibration.

Operations

The proposed project would not include significant sources of vibration. Mechanical equipment and vehicle trips would not generate perceptible vibration beyond the project site. Therefore, the proposed project would result in a less-than-significant impact related to operational vibration. No mitigation measures would be necessary.

c) **No Impact**. The proposed project is located outside of the 60 dB CNEL contours of the Long Beach Airport and would not expose people residing or working in the project area to excessive noise levels.[50] Therefore, no impact related to airport or airstrip noise would occur.

[50] Long Beach Airport, *Year 2004 CNEL Contours*, http://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour, 2005.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project is an infill commercial development and would neither construct nor expand any housing units, nor result in a net square-footage increase in commercial retail areas. Additionally, the proposed project is not anticipated to generate any vehicle trips in addition to existing conditions, and therefore is not anticipated to result in the indirect growth of employees and retail customers to the project site. Construction workers and operational employees would be hired from the local surrounding area, and the proposed project would not result in substantial numbers of additional people moving into the project area to fill employment. In addition, the project site is served by and would connect to existing water and sewer facilities, gas and electric utilities, and roadways. The proposed project would not extend any roads or other infrastructure. Therefore, impacts related to unplanned population growth would be less than significant, and no mitigation measures would be required.

b) **No Impact**. A significant impact would occur if the proposed project would displace substantial numbers of existing people or housing. The project site is currently developed with retail and restaurant commercial uses. No housing units are located on the project site, and the proposed project would not displace any people or housing. As a result, the proposed project would not necessitate the construction of replacement housing elsewhere. Therefore, no impacts to housing displacement would occur, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☐	☒

a.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in the provision of or need for new or physically altered fire protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The Long Beach Fire Department (LBFD) provides fire protection services to the project site. The nearest LBFD fire station to the project site is Station 1 located at 100 Magnolia Ave, approximately 0.6-mile northwest of the project site. Fire access to the project site is available from one entrance on the northern boundary of the project site, one entrance on the eastern boundary of the project site, and two entrances on the southern boundary of the project site. Emergency vehicle access circulation is available throughout the project site and would not be affected by construction or operational activities of the proposed project. Fire sprinklers would also be installed in the renovated and newly constructed structures according to City standards, and the proposed project is not expected to generate substantial increase in demand for fire protection services or result in an increase in LBFD call volumes, responses, and response times. In addition, the City collects fire facility impact fees from all new developments to pay for acquisition of new stations and equipment, pursuant to LBMC Chapter 18.16. Therefore, impacts related to fire protection would be less than significant, and no mitigation would be required.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would result in the provision of or need for new or physically altered police protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The Long Beach Police Department (LBPD) serves the project site. The nearest LBPD police station to the project site is the West Division located at 400 West Broadway, approximately 0.6-mile northwest of the project site. As discussed in Response to Checklist Question 3.14(a), the proposed project would result in neither a direct nor indirect increase in the population of the project site or surrounding areas. The proposed project is therefore not expected to generate a substantial increase in demand for police protection services or result in an increase in LBPD call volumes, responses, and response times. In addition, development projects in the City are charged a Police Facilities Impact Fee to pay for acquisition of new stations and equipment, pursuant to

LBMC Chapter 18.15. Therefore, impacts related to police protection would be less than significant, and no mitigation would be required.

a.iii) **No Impact**. A significant impact would occur if the proposed project would induce substantial employment or population growth, which could increase demand for school facilities that would exceed the capacity of the school, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The proposed project involves the renovations to an existing commercial development and would not construct any housing units on the project site. The proposed project would source employment from the surrounding areas and is not anticipated to result in additional people moving into the project area. Therefore, the increase in the number of employees on the project site would not affect demand for schools, no impact would occur, and no mitigation would be required.

a.iv) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered parks, the construction of which would cause significant environmental impacts. Long Beach Parks, Recreation, and Marine operate and maintain 169 parks in the City. The Marina Green, an 11-acre park that runs parallel to Shoreline Drive, is immediately adjacent to the eastern boundary of the project site. The demand for parks is generated by the populations in the parks' service areas. As discussed in Response to Checklist Question 3.14(a), the proposed project would result in neither a direct nor indirect increase in the population of the project site or surrounding areas. Although employees and retail customers from the project site may use the adjacent parks and recreational facilities, such as Marina Green, the proposed project would not increase demand on nearby parks in a manner that would require the need for or the provision of new or physically altered parks. Furthermore, the proposed project would result in an additional bikeway connection along the north side of the site, connecting Rainbow Harbor to the Marina Bike Path, and thereby providing benefits to the existing recreational elements in the vicinity of the project site. Therefore, impacts related to parks would be less than significant, and no mitigation measures are required.

a.v) **No Impact**. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, that would exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. Potential impacts to roads and transit are discussed in Section 3.17, Transportation, and potential impacts to utilities are discussed in Section 3.19, Utilities and Service Systems. With regards to libraries, the Long Beach Public Library (LBPL) serves the City. The LBPL is financed primarily by property taxes from the service area and operates 12 facilities. The demand for libraries is generated by the populations in the library's' service areas. The closest library to the project site is Billie Jean King Main Library located approximately 0.5-mile north of the project site at 200 West Broadway. As previously discussed, the proposed project would not introduce any new housing units into the project area. The proposed project would source employment from the surrounding areas and is not anticipated to result in additional people moving into the project area to fill employment. Therefore, the proposed project would not result in the additional demand on nearby libraries is not expected to increase in a manner that would require the need for new or expanded library services. No impacts related to libraries would occur, and no mitigation measures are required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project results in an increased use of existing parkland and recreational facilities in a manner that would accelerate or induce their physical deterioration. The proposed project is an infill commercial development that would construct no housing units, nor result in additional vehicle trips during operations. As stated in Response to Checklist Question 3.15(a.iv), the proposed project would not increase demand for nearby parks in a manner that would cause substantial physical deterioration of these facilities to occur or be accelerated. Additionally, the proposed project would result in an additional bikeway connection along the north side of the site, connecting Rainbow Harbor to the Marina Bike Path. Therefore, a less-than-significant impact would occur, and no mitigation measures would be required.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project includes or requires the construction or expansion of recreational facilities which would have an adverse physical effect on the environment. As discussed in Response to Question 3.16(a), the proposed project is an infill commercial development and would construct improvements to the existing bicycle facilities on the project site. 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 noise, 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 would not require the construction or expansion of other recreational facilities that may have adverse physical effects. Therefore, a less-than-significant impact would occur, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

A Transportation Assessment has been prepared for the proposed project and is included in Appendix G of this IS/MND.

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project is an infill commercial development that would result in a net 80 additional parking spaces available on the project site. The proposed project would also install 28 bicycle parking stalls, which is greater than the minimum amount required under the LBMC. Additionally, the proposed project would result in an additional bikeway connection along the north side of the site, connecting Rainbow Harbor to the Marina Bike Path. The proposed project would not affect available roadway right-of-way on the street, thus would not infringe on the City's ability to build out the bicycle network per the Bicycle Master Plan. Additionally, construction of the proposed bikeway connection would comply with the Downtown Shoreline Planned Development District Ordinance by providing a continuous pathway between two existing bike paths along the shoreline.[51]

The proposed project is not proposing land uses that are inconsistent with the current uses on the project site. The proposed project is consistent with the City's zoning and General Plan land use designations for the project site. In addition, the proposed project would not negatively impact the internal vehicular circulation paths on the project site, nor impact any existing ingress and egress points. The proposed project would not negatively affect the nearest existing bus stop along Shoreline Drive (east of Pine Avenue). Similarly, the project would not negatively affect the sidewalk widths along Shoreline Drive adjacent to the site. All site improvements would comply with the most recent American Disabilities Act (ADA) Guidelines for pedestrian accessibility. Finally, the proposed project would be required to implement **RCM-TR-1**, which requires the preparation and approval of a Construction Staging and Traffic Management Plan (CSTMP). Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Thus, a less-than-significant impact would occur, and no mitigation measures would be required.

[51] City of Long Beach. *Downtown Shoreline Planned Development District Ordinance (Ordinance No. ORD-11-0017).* August 16, 2011.

Regulatory Compliance Measures

RCM-TR-1 **Construction Staging and Traffic Management Plan.** A Construction Staging and Traffic Management Plan (CSTMP) shall be prepared for approval by the City of Long Beach Traffic Engineer, or designee, and implemented during proposed project construction. The CSTMP shall also include the name and phone number of a contact person who can be reached 24 hours per day regarding construction traffic complaints or emergency situations. In addition, the CSTMP shall take into account and coordinate with other construction staging and traffic management plans that are in effect or have been proposed for other projects in the City of Long Beach. The CSTMP may include, but not be limited to, the following:

- Construction activities shall be scheduled to reduce the effect on traffic flow on streets.
- Construction trucks shall be rerouted to reduce travel on congested streets.
- The Construction Contractor shall keep haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Construction Contractor shall clean adjacent streets, as directed by the City Traffic Engineer, or designee, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Construction vehicles, including construction personnel vehicles, shall not park on public streets.
- Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses.
- If feasible, any traffic lane closures will be limited to off-peak traffic periods, as approved by the City of Long Beach Public Works Department.
- The general public shall be notified in advance of any traffic lane closures so that motorists can plan accordingly.
- The Long Beach Police Department and the Long Beach Fire Department shall be notified a minimum of 24 hours in advance of any lane closures or other roadway work.
- The Long Beach Unified School District shall be notified in advance of any lane closures on Long Beach Boulevard.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project conflicts or is inconsistent with CEQA Guidelines Section 15064.3. CEQA Guidelines Section 15064.3 identifies vehicles miles traveled (VMT) as the criteria for determining a project's transportation impact. As described in the City's adopted guidelines, conditions may exist that would screen out a project from CEQA analysis. These conditions may include a project's size, location, land use type, density, etc. If certain conditions are met, it can be presumed that a land development project would be presumed to have a less than significant impact under CEQA Guidelines Section 15064.3, subdivision (b). The applicable screening criteria evaluated for the proposed Shoreline Village Renovation project is "Presumption of Less Than Significant Impact for Small Projects" (Section 2.2.1). The transportation analysis for the proposed project determined that its implementation would not result in a net increase in daily vehicle trips to and from the project facilities. Given that the proposed project is anticipated to generate less than 500 daily trips, the

project can be considered a small project, and the project's enhanced multimodal access would contribute to a reduction in VMT. Therefore, based on the screening criteria, further analysis is not required. The proposed project's impacts are considered to be less than significant, and no mitigation measures would be required.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project substantially increases hazards due to a geometric design feature or incompatible uses. As shown in **Figure 2-26**, parking for the project would continue to be provided on the site via driveways along Shoreline Village Drive. Driveway access will be designed to City standards to ensure no hazardous design features related to vehicle and pedestrian mobility (sharp curves, line of sight obstructions) are included. No geometric modifications to Shoreline Drive or Shoreline Village Drive are planned with the project, and the proposed project would not introduce any incompatible uses. New parking gates/pay stations would be installed at the access entry points to the project site along Shoreline Village Drive. Access to the surrounding uses would not be disrupted. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant, and no mitigation measures would be required.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project results in inadequate emergency access. During construction and operations, emergency vehicular access would continue to be provided to the project site via one driveway entrance to the east along Shoreline Village Drive and two driveway entrances to the south along Shoreline Village Drive. The proposed demolition, renovation, and construction activities would not impact emergency access lanes circulating through the project site. Construction staging areas would be erected temporarily and would be contained outside of the existing emergency vehicle access right-of-way. The Long Beach Fire Department (LBFD) would review the site plan prior to the approval of permits for construction of the proposed project to ensure adequate emergency access maintenance. Therefore, impacts related to inadequate emergency access would be less than significant, and no mitigation measures would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.18 TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

A Cultural Resources Assessment has been prepared for the proposed project and is included in Appendix C of this IS/MND.

a-b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource. The project site has been previously disturbed and is currently developed with retail and restaurant commercial uses.

In accordance with Assembly Bill (AB) 52 requirements, the Native American Heritage Commission (NAHC) was contacted on November 22, 2022 to request a Sacred Lands File (SLF) search of the project site. As part of this request, the NAHC provided a contact list of Native American groups and/or individuals culturally affiliated with the area who may have knowledge of tribal heritage resources at the project site and/or in the vicinity. The NAHC emailed a response on December 13, 2022, stating the SLF search was negative, indicating no tribal heritage resources are noted in the project site vicinity.

As noted above, cultural resources record search, an SLF search through the NAHC, and AB 52 Native American consultation were conducted for the proposed project. The purpose of these efforts was to identify known tribal cultural resources on or near the project site. No cultural resources were identified as part of the records search. The City sent letters for the purposes of AB 52 consultation to the representatives culturally affiliated with the areas (provided by NAHC) on January 31, 2023. A consultation meeting was conducted with Christina Conley of the Gabrielino Tongva Indians of California Tribe (GTIOC) on March 14, 2023 and confirmed that there is no need for mitigation (monitoring). Similarly, a representative from the Gabrieleño Band of Mission Indians—Kizh Nation contacted the City on March 28, 2023 canceling the consultation and confirmed that no mitigation (monitoring) is required. Consultation pursuant to AB 52 was concluded with both the GTIOC and Gabrieleño Band of Mission Indians—Kizh Nation.

As discussed in Response to Question 3.4(a-b), it is unlikely that any cultural resources exist on the project site. However, in the unlikely event of unanticipated discoveries of cultural resources, including tribal cultural resources and tribal burial sites, implementation of Mitigation Measure **MM-CR-1** would ensure that impacts would be less than significant.

Mitigation Measures

Refer to Mitigation Measure **MM-CR-1**.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.19 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would require or result in the relocation or construction of new utilities or service systems, which would cause significant environmental effects.

Water. The Long Beach Water Department (LBWD) relies upon groundwater extracted locally from the Central Basin and imported water from Metropolitan Water District (MWD) to meet the City's demand. LBWD also provides recycled water to replace the use of potable water. According to the City's 2020 Urban Water Management Plan (UWMP), LBWD has identified and evaluated supply options to meet LBWD's demands through 2050.[52] The proposed project would demand an estimated 408,000 gallons (1.3 acre-feet [AFY]) of water per year according to CalEEMod estimations. As discussed in Sections 3.11, Land Use and Planning and Section 3.14, Population and Housing, the proposed project is consistent with the long-range plans for the area and would not cause substantial unplanned population growth. The projected water demand from the proposed project would be within the forecasted water supply for 2050 as forecasted in the City's 2020 UWMP. Therefore, the proposed project's projected water demand would not require the construction of new water supply facilities, or expansion of existing facilities. Impacts would be less than significant, and no mitigation would be required.

Wastewater. The LBWD operates and maintains the City's sewers. Wastewater from the project site would be collected through a series of existing and proposed on-site pipelines and conveyed to the City's sewer system via a connection to existing offsite sewer mains.

[52] City of Long Beach*, 2020 Urban Water Management Plan*, https://lbwater.org/wp-content/uploads/2022/04/LBWD_UWMP2020_Final_Errata_Revised.pdf, accessed December 1, 2022.

Wastewater would then be treated at either the Long Beach Water Reclamation Plant (LBWRP) or the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. The LBWRP provides primary, secondary, and tertiary treatment. Currently, the LBWRP treats approximately 18 million gallons of wastewater per day (mgd) and has a capacity to treat 25 mgd.[53] The JWPCP treats approximately 260 mgd and has capacity to treat up to 400 mgd.[54] Therefore, both facilities have adequate capacity to accommodate anticipated nominal wastewater flows from the project site. The proposed project would renovate Building 419 to construct 720 square feet of new interior restroom facilities, however these new facilities would not generate additional levels of wastewater significant enough to require the construction of new treatment facilities; the JWPCP has adequate capacity to treat the wastewater produced by the proposed project. Therefore, a less than significant impact would occur, and no mitigation measures would be required.

Stormwater Drainage. As discussed in Section 3.10, Hydrology and Water Quality, the proposed project would comply with NPDES regulations pertaining to the retention of stormwater and detention of site runoff into storm drains. Additionally, the proposed project would be required to implement BMPs in compliance with the City's LID requirements to reduce potential impacts to local stormwater drainage facilities. Therefore, impacts related to stormwater drainage would be less than significant, and no mitigation measures would be required.

Electric Power and Natural Gas. Energy use associated with operation of the proposed project would be typical of retail and restaurant uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The proposed project would be served by Southern California Edison for electricity and Long Beach Utilities for natural gas. The project site is in a developed, urbanized portion of the City that is served by existing electrical power and natural gas services. According to CalEEMod, the proposed project would require approximately 184,400 kilowatt hour of electricity and 33,000 one-thousand British thermal units (BTUs) of natural gas per year. The two newly constructed retail buildings at The Hub would incorporate energy-efficiency standards required by the LBMC and Title 24 of the CBC and would therefore result in lower electricity and natural gas demand than existing conditions. The proposed project would connect to existing electricity and natural gas connections on the project site, and no electrical or natural gas infrastructure would need to be relocated to accommodate the proposed project. Therefore, impacts associated with electric power and natural gas facilities would be less than significant, and no mitigation measures would be required.

Telecommunications. Telecommunication services include phone, television, and internet providers. The project site is in a developed, urbanized portion of the City that is served by existing telecommunications services. The proposed project would potentially require additions of new on-site telecommunications infrastructure and potential upgrades and/or relocation of existing telecommunications infrastructure. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. No upgrades to off-site telecommunications systems are anticipated to occur as a result of the proposed project. Any work that may affect services to the existing telecommunications

[53] Long Beach Water. *Recycled Water,* https:www.lbwater.org/water-sources/reclaimed-recycled-water/.

[54] Los Angeles County Sanitation Districts, *Wastewater Treatment Process at JWPCP*, https:www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp.

lines would be coordinated with service providers and are not expected to cause significant environmental effects. Therefore, impacts would be less than significant, and no mitigation measures would be required.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would increase water usage such that the project site would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question 3.19(a), the proposed project would result in a nominal increase in water demand, and the projected increase in water demand from the proposed project would be well within the forecast water supply for 2050. In addition, LBWD has adopted a Water Conservation and Water Supply Shortage Plan (Shortage Plan) to help prevent any water supply shortages. Sufficient water supplies would be available to serve the proposed project during normal, single dry, and multiple dry years. Therefore, impacts would be less than significant, and no mitigation measures would be required.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project generates wastewater that exceeded the capacity of the project site's wastewater treatment provider. As discussed in Response to Checklist Question 3.19(a), wastewater from the project site would be treated at the LBWRP or JWPCP, both of which have sufficient remaining available treatment capacity to adequately serve the proposed project. The LBWRP treats approximately 18 million gallons of wastewater per day (mgd) and has a capacity to treat 25 mgd.[55] The JWPCP treats approximately 260 mgd and has capacity to treat up to 400 mgd.[56] According to CalEEMod estimations, the proposed project would demand an estimated 408,000 gallons (1.3 AFY) of water per year, or 1,120 gallons per day. Assuming 80 percent of the project's water demand would reach the wastewater treatment provider, the proposed project would generate 896 gallons of wastewater per day. The projected increase in the amount of wastewater that would be generated by the proposed project due to the additional restrooms in Building 419 would be nominal and would not require the construction of new treatment facilities. Both the LBWRP and JWPCP have sufficient treatment capacity to adequately serve the proposed project. Therefore, less-than-significant impacts would occur, and no mitigation measures would be required.

d-e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The Long Beach Environmental Services Bureau and private permitted waste haulers provide solid waste service for the City. The nearest landfill to the project site that would handle solid waste and recycling for the proposed project is anticipated to be the Savage Canyon Landfill located at 13919 Penn Street in the City of Whittier, approximately 25 miles to the northeast of the project site. The Savage Canyon Landfill has a daily permitted capacity of 3,350 tons per day and a maximum permitted capacity of 19,337,450 cubic yards (with a remaining capacity of 9,510,833 cubic yards).[57] The amount of solid waste generated by the proposed project is nominal compared to the daily amount of waste processed at the Savage Canyon Landfill. In addition, the proposed

[55] Long Beach Water, *Recycled Water*, https:www.lbwater.org/water-sources/reclaimed-recycled-water/.

[56] Los Angeles County Sanitation Districts, https:www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp.

[57] CalRecycle, Site Activity Details: Savage Canyon Landfill (19-AH-0001), https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399, accessed March 13, 2022.

project would comply with federal, State, and local statutes and regulations related to solid waste and recycling through participation in existing City waste diversion programs. Therefore, given the there is adequate remaining daily landfill capacity in the region to accommodate project-generated waste, impacts related to solid waste and waste facilities would be less than significant, and no mitigation measures are required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.20 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as a Very High Fire Hazard Severity zone (VHFHSZ) and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by CalFire that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as VHFHSZs are the most likely to experience wildfire. The project site is located in an urbanized area of the City and is not located in or near a state responsibility area or in a VHFHSZ as identified by CalFire. The proposed project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. The I-405 and I-710 are designated disaster routes in the City. Other roadways able to accommodate residents in a large-scale City-wide evacuation include Pacific Coast Highway, 7th Street, Long Beach Boulevard, Cherry Avenue, and Lakewood Boulevard.[58] The proposed project would not impede use of any disaster routes in the City. Therefore, the project site would not be subject to severe wildfires and would not impair the implementation of an adopted emergency evacuation plan for areas that are designated as VHFHSZ. No impact would occur, and no mitigation measures are required.

b) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. As discussed above, the project site is not located in or near a state responsibility area or in a VHFHSZ. The site is located in an urbanized area of the City surrounded by commercial and residential uses. The proposed project would be required to comply with applicable sections of the City's Fire Code and would not involve activities that would expose people or structures to the risk of loss, injury, or

[58]City of Long Beach, *Natural Hazards Mitigation Plan*, February 28, 2017.

death involving wildland fires. As the project site is not within a state responsibility area or a VHFHSZ, and the proposed project would be in compliance with the applicable sections of the City's Fire Code, it is unlikely that the proposed project would exacerbate wildfire risks. Therefore, no impact related wildfire would occur, and no mitigation measures are required.

c) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would require the installation or maintenance of infrastructure that may exacerbate the risk of fire or ongoing impacts to the environment. As discussed above, the project site is not located in or near a state responsibility area or in a VHFHSZ. The site is located in an urbanized area of the City surrounded by commercial and recreational uses. The project site is adequately served by existing facilities and utilities and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require temporary or ongoing impacts to the environment. Additionally, the proposed project would construct an additional fire apparatus access lane along the northern boundary of the project site. Furthermore, the proposed project would adhere to relevant building design codes, including the City's Fire Code. Therefore, no impact related wildfire would occur, and no mitigation measures are required**.**

d) **No Impact**. A significant impact would occur if the proposed project would be located in or near a state responsibility area or land classified as VHFHSZ and would expose people or structures to significant risks after a wildfire, such as downslope or downstream flooding or landslides. As discussed above, the project site is not located in or near a state responsibility area or in a VHFHSZ. The site is located in an urbanized area of the City surrounded by commercial and recreational uses. No slopes or hills are located in the vicinity of the project site and, thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact related to wildfire risks would occur, and no mitigation measures are required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.21 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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?	☐	☒	☐	☐
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual 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).	☐	☒	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would have the potential to degrade the quality of the environment; substantially reduce, threaten, or eliminate fish, plant, or wildlife habitats or population, including rare or endangered species; or eliminate historical, archaeological, or paleontological resources. The preceding analyses conclude that no significant impacts to the environment would occur with implementation of mitigation measures. All mitigation measures identified in this Initial Study would be implemented to ensure that the proposed project would not degrade the quality of the environment. As discussed in Response to Checklist Question 3.4(d) above, the existing vegetation on-site may potentially provide nesting sites for migratory birds. However, Mitigation Measure **MM-BR-1** would require any tree removal or trimming to occur outside of the bird-breeding season (i.e., only between October 1 and December 31) in compliance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). As discussed in Response to Checklist Question 3.5(a) the project site does not have any buildings that would qualify for local, state, or federal designation for cultural or historic preservation, and no historic buildings or cultural resources would be impacted by the proposed project. As discussed in Response to Checklist Question 3.5(b), there is no potential for the project site to have any surface-level or below-ground archaeological resources. As discussed in Response to Checklist Question 3.7(a.iii) and 3.7(d), incorporation of Mitigation Measure **MM-GS-1** would require a geotechnical report prior to the start of construction to investigate liquefaction- and expansive soil-prone areas of the project site and provide final design recommendations based on the latest City Building Code and California Building Code. As discussed in Response to Checklist Question 3.9(b), the project site has been actively disturbed by commercial and recreational activities for at least the past 40 years, and aerial imagery from 1978 shows retail buildings, restaurants, and a parking lot in place. As discussed in Response to Checklist Question 3.13(a) above, construction of the proposed project would not

result in a violation of the construction noise regulations. However, Mitigation Measure **MM-N-1**, which are standard best management practices to control noise at offsite uses, would reduce construction noise levels at nearby sensitive receptors. As discussed in Response to Checklist Questions 3.18a and 3.18b, the NAHC Sacred Lands Search results came back negative, however, Mitigation Measure **MM-CR-1** has been identified to ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Therefore, impacts would be less than significant with implementation of mitigation measures.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. As discussed in this Initial Study, potential impacts related to biological resources, cultural resources, geology and soils, noise, and tribal resources would be reduced to less than significant levels with implementation of the incorporated mitigation measures. The proposed project would have either no impact or a less-than-significant impact for all other environmental topic areas considered in this Initial Study. Therefore, the proposed project would not have impacts which are cumulatively considerable, and with the incorporation of mitigation measures, a less-than-significant impact is anticipated.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact may occur if the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. As discussed throughout this Initial Study, the proposed project would have less-than-significant impacts (with and without incorporation of mitigation measures) or no impacts on the environment. Mitigation measures have been prescribed, where applicable, to reduce all potential environmental impacts to less than significant levels. Upon implementation of mitigation measures included in this Initial Study, any imposed conditions of approval, and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, a less-than-significant impact is anticipated with incorporation of the mitigation measures identified in this Initial Study.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section documents all the sources that contributed in the preparation of this IS/MND.

4.1 LEAD AGENCY

City of Long Beach
Planning Bureau
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90806

Contact: Maryanne Cronin, Planner
(562) 570-5683

4.2 INITIAL STUDY PREPARERS

Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

Contact: Kevin Ferrier, Senior Planner
Blaire Frei, Planner
Anders Sutherland, Air Quality/Greenhouse Gas
Kieran Bartholow, Noise
Henry Hapov, GIS Specialist
Natasha Mapp, Document Production

4.3 SOURCES CONSULTED

California Air Pollution Control Officer's Association. 2023. *California Emissions Estimator Model,* https://caleemod.com/, accessed January 2023.

California Department of Conservation. *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed November 29, 2022.

California Department of Conservation. *California Tsunami Maps and Data,* https://www.conservation.ca.gov/cgs/tsunami/maps, accessed November 29, 2022.

California Department of Conservation. *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed November 29, 2022.

California Department of Fish and Wildlife. *BIOS 6 Viewer,* https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv, accessed November 29, 2022.

California Department of Transportation. *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed November 28, 2022.

CalRecycle, Site Activity Details: Savage Canyon Landfill (19-AH-0001), https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399, accessed March 13, 2022.

City of Long Beach Municipal Code, Chapter 18.74 – Low Impact Development Standards.

City of Long Beach Municipal Code, Chapter 18.74. Low Impact Development Standards.

City of Long Beach Municipal Code, Chapter 18.74. Low Impact Development Standards.

City of Long Beach Municipal Code, Chapter 8.80 – Noise.

City of Long Beach Municipal Code, Section 21.25.502 – Site Plan Review, Applicability.

City of Long Beach Municipal Code, Section 21.25.903 – Local Coastal Development Permits, Permit Required.

City of Long Beach Municipal Code, Section 21.34.020 – Long Range Development Plan Required.

City of Long Beach Municipal Code, Section 21.44.035 – On Premise Signs, Discretionary Process.

City of Long Beach Municipal Code, Section 8.20.200 – Noise Disturbances – Acts Specific.

City of Long Beach Municipal Code, Section 8.80.150 – Exterior noise limits – Sound levels by receiving land use district.

City of Long Beach Municipal Code, Section 8.80.150 Exterior Noise Limits – Sound Levels by Receiving Land Use District.

City of Long Beach Municipal Code, Section 8.80.160 Exterior Noise Limits – Correction for Character of Sound.

City of Long Beach Municipal Code, Section 8.80.160, Exterior Noise Limits – Correction for Character of Sound.

City of Long Beach Municipal Code, Section 8.80.200 Noise Disturbances – Acts Specified.

City of Long Beach Municipal Code, Section 8.80.202 – Construction Activity – Noise Regulations.

City of Long Beach Municipal Code, Section 8.80.202 Construction Activity– Noise Regulations.

City of Long Beach Municipal Code, Section 8.80.340 – Variance – Exemption from regulations.

City of Long Beach Municipal Code, Section 8.80.340 Variance – Exemption from regulations.

City of Long Beach Municipal Code, Section 8.80.170 Interior Noise Limits – Maximum Sound Levels.

City of Long Beach. *2020 Urban Water Management Plan*, https://lbwater.org/wp-content/uploads/2022/04/LBWD_UWMP2020_Final_Errata_Revised.pdf, accessed December 1, 2022.

City of Long Beach. *City of Long Beach General Plan – Conservation Element*, 1973.

City of Long Beach. *City of Long Beach General Plan – Land Use Element,* 2019.

City of Long Beach. *City of Long Beach General Plan – Noise Element,* 1975.

City of Long Beach. *City of Long Beach General Plan – Seismic Safety Element,* 1988.

City of Long Beach. *City of Long Beach General Plan – Urban Design Element,* 2019.

City of Long Beach. *Natural Hazards Mitigation Plan*, February 28, 2017, https://www.longbeach.gov/disasterpreparedness/disaster-preparedness/hazard-mitigation-plan/#:~:text=The%20City%20of%20Long%20Beach%E2%80%99s%20Natural%20Hazard%20Mitigation,of%202000%20to%20be%20updated%20every%20five%20years, accessed January November 29, 2023.

City of Long Beach. *Downtown Shoreline Planned Development District Ordinance (Ordinance No. ORD-11-0017).* August 16, 2011, https://longbeach.gov/globalassets/lbds/media-library/documents/planning/current/zoning-ordinances/pd-6-adopted-2011-08-16-with-better-maps, accessed November 30, 2022.

Department of Toxic Substances Control. *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/, accessed November 29, 2022.

Federal Emergency Management Agency (FEMA). *FEMA's National Flood Hazard Layer (NFHL) Viewer,* https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed November 29, 2022.

Federal Highway Administration (FHWA). *Roadway Construction Noise Model*, Version 1.1. 2008.

Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment*, September 2018.

Long Beach Airport. *Year 2004 CNEL Contours*, http://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour, accessed November 29, 2022.

Long Beach Marinas. *Oil Islands at Long Beach,* https://longbeachmarinas.net/long-beach-oil-islands/, accessed November 29, 2022.

Long Beach Water. 2023. *Recycled Water,* https:www.lbwater.org/water-sources/reclaimed-recycled-water/, accessed January 10, 2022.

Los Angeles County Department of Regional Planning*. GIS-Net Public,* http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed November 29, 2022.

Los Angeles County Sanitation Districts. *Wastewater Treatment Process at JWPCP,* https:www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp, accessed January 10, 2022.

[1]Los Angeles Regional Water Quality Control Board Basin Plan, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/, accessed March 15, 2023.

Moffatt & Nichol. *Shoreline Village Redevelopment Sea Level Rise Analysis*. May 10, 2022.

Next Architecture. 2022. *Shoreline Village: 401-435 Shoreline Village Drive, Long Beach, CA, Site Plan Review Resubmittal,* August 23.

Pope, John. "Carousel to Take a Spin to Bay Area." *The Los Angeles Times.* September 29. https://www.latimes.com/archives/la-xpm-1994-09-29-hl-44332-story.html, accessed January 30, 2023.

Rincon. 2023. Nesting Bird Survey Report for the 429 Shoreline Village Drive, City of Long Beach, California, January 25.

South Coast Air Quality Management District (SCAQMD). 2017*. 2016 Air Quality Management Plan (AQMP).* March 3.

South Coast Air Quality Management District (SCAQMD). *CEQA Air Quality Handbook (Version 3)*.

South Coast Air Quality Management District (SCAQMD). *Final Localized Significance Threshold Methodology Appendix C Mass Rate Lookup Tables*, October 21, 2009.

South Coast Air Quality Management District (SCAQMD). *NAAQS and CAAQS Attainment Status for South Coast Air Basin*, October 2018.

South Coast Air Quality Management District (SCAQMD). *SCAQMD Air Quality Significance Thresholds*, March 2015.

Southern California Association of Governments. 2016. *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, April.

State Water Resource Control Board. *GeoTracker,* https://geotracker.waterboards.ca.gov/, accessed November 29, 2022.

U.S. Fish & Wildlife Service (FWS). *National Wetlands Inventory, Wetlands Mapper,* https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper, accessed November 29, 2022.

United States Environmental Protection Agency. *The Green Book Nonattainment Areas for Criteria Pollutants*, https://www.epa.gov/green-book, October 2019.