Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019100514

Project Title: Spring Street Business Park Project

Lead Agency: City of Long Beach

Contact Name: Scott Kinsey

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Project Location: Long Beach - Los Angeles County
City *County*

Project Decription (Proposed actions, location, and/or consequences).

The project is a proposed business park complex with off site street improvements along Spring Street and Orange Avenue and park enhancements consistent with the Willow Springs Park Master Plan. The proposed business park would consist of a total of 160,673 square-feet (SF) of floor area within three (3) concrete “tilt-up” buildings. The anticipated mix of land uses includes manufacturing and warehousing. Building 1 of the project site is 39,812 SF, inclusive of 3,000 SF of mezzanine. Building 2 is 48,745 SF, inclusive of 3,000 SF of mezzanine. Building 3 is 72,116 SF, inclusive of 4,000 SF mezzanine. The project is proposing to provide 162 standard surface lot parking stalls, 8 trailer spaces, and 18 loading docks. Project improvements are consistent with the land use and development standards of IM zoning district, in which the project is located.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Air Quality - Potential significant impacts from construction related fugitive dust emissions. Mitigation Measure (MM) AQ-1 would require fugitive dust control to reduce potentially significant impacts to less than significant. Geology - The project site may be exposed to strong seismic shaking. MM GEO-1 would require compliance with the recommendations in the preliminary geotechnical report to reduce potentially significant impacts to less than significant. Noise - Temporary construction noise would result in a potentially significant impact. MM NOI-1 includes measures to reduce construction noise. This would reduce impacts to less than significant. Transportation - The project would cause multiple study intersections to deteriorate from LOS D to LOS E or F, or would require approval from another agency to implement mitigation measures. MM TRAN-1 through TRAN-5 would require improvements at various intersections to reduce potentially significant impacts. A significant and unavoidable impact remains at the intersections of Spring Street/Orange Avenue, Orange Avenue/32nd Street, and Orange Ave/I-405 SB Ramps.
Biological Resources - MM BIO-1 would require pre-construction surveys to reduce potential impacts that could occur if an active bird nest is taken. Impacts would be less than significant. Cultural Resources - Inadvertent discovery of cultural materials or human remains during project related ground disturbing activities could result in significant impacts if not properly managed. MM CULT-1 through CULT-3 are proposed to reduce potential impacts to a less than significant level. Hydrology - MM HWQ-1 requires compliance with NPDES and a LID plan to reduce potentially significant impacts from soil erosion that could degrade water quality. Impacts would be less than significant. Tribal Cultural Resources- Inadvertent discovery of tribal cultural resources during project related ground disturbing activities could result in significant impacts. MM TCR-1 and TCR-2 requires site access to any Native American tribe requesting to be present and provides recovery procedures to reduce impacts to less than significant.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Transportation is an area of controversy known to the Lead Agency because implementation of the project would result in a significant and unavoidable impact at the intersections of Spring Street and Orange Avenue, Orange Avenue and 32nd Street, and Orange Avenue and I-405 Southbound Ramps.

Provide a list of the responsible or trustee agencies for the project.

No responsible or trustee agencies.