

**DRAFT**

**INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**DAVENPORT PARK EXPANSION PROJECT**

**CITY OF LONG BEACH**



November 2019

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**DRAFT**

# **INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

## **DAVENPORT PARK EXPANSION PROJECT CITY OF LONG BEACH**



Submitted to:

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Development Services, Planning Bureau  
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Project No. CLB1805

**LSA**

November 2019

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## TABLE OF CONTENTS

<b>1.0 INTRODUCTION .....</b>	<b>1-1</b>
1.1 Contact Person .....	1-1
<b>2.0 PROJECT DESCRIPTION .....</b>	<b>2-1</b>
2.1 REGIONAL AND LOCAL SETTING .....	2-1
2.1.1 Existing Project Site .....	2-1
2.1.2 Background .....	2-7
2.1.3 Proposed Project .....	2-9
2.1.4 General Plan and Zoning.....	2-13
2.1.5 Construction Phasing and Grading .....	2-13
2.2 Project Benefits .....	2-14
2.3 Discretionary Actions, Permits, and Other Approvals.....	2-14
<b>3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....</b>	<b>3-1</b>
<b>4.0 EVALUATION OF ENVIRONMENTAL IMPACTS .....</b>	<b>4-1</b>
4.1 Aesthetics .....	4-3
4.2 Agricultural Resources .....	4-11
4.3 Air Quality .....	4-13
4.4 Biological Resources.....	4-22
4.5 Cultural Resources .....	4-26
4.6 Energy.....	4-28
4.7 Geology and Soils .....	4-31
4.8 Greenhouse Gas Emissions .....	4-36
4.9 Hazards and Hazardous Materials .....	4-42
4.10 Hydrology and Water Quality .....	4-48
4.11 Land Use Planning .....	4-58
4.12 Mineral Resources.....	4-61
4.13 Noise.....	4-63
4.14 Population and Housing .....	4-77
4.15 Public Services.....	4-78
4.16 Recreation .....	4-83
4.17 Transportation/Traffic.....	4-85
4.18 Tribal Cultural Resources .....	4-90
4.19 Utilities/Service Systems .....	4-93
4.20 Wildfire.....	4-99
4.21 Mandatory Findings of Significance .....	4-102
<b>5.0 REFERENCES .....</b>	<b>5-1</b>

## FIGURES

### FIGURES

Figure 1: Project Location .....	2-3
Figure 2: Project Site .....	2-5
Figure 3: Conceptual Site Plan .....	2-11
Figure 4.1-1, Lighting Plan.....	4-9

### TABLES

Table 4.3.A: Short-Term Regional Construction Emissions.....	4-16
Table 4.3.B: Operational Emissions with Regional Effects.....	4-17
Table 4.3.C: Summary of Construction Emissions, Localized Significance .....	4-19
Table 4.3.D: Summary of Operational Emissions, Localized Significance .....	4-20
Table 4.6.A: Estimated Annual Energy Use of Existing and Proposed Project.....	4-29
Table 4.8.A: Construction Greenhouse Gas Emissions .....	4-39
Table 4.8.B: Operational Greenhouse Gas Emissions.....	4-39
Table 4.13.A: Exterior Noise Limits, $L_N$ (dBA) .....	4-67
Table 4.13.B: Interior Sound Levels, $L_N$ (dBA) .....	4-67
Table 4.13.C: Typical Maximum Construction Equipment Noise Levels ( $L_{max}$ ) .....	4-69
Table 4.13.D: Existing Traffic Noise Levels Without and With Project .....	4-71
Table 4.13.E: Cumulative Year Traffic Noise Levels Without and With Project.....	4-71
Table 4.13.F: Summary of Noise Impacts from Bleachers (dBA CNEL) .....	4-74
Table 4.17.A: Project Trip Generation .....	4-86
Table 4.17.B: Existing Baseline and Plus Project Level of Service Summary .....	4-87

### APPENDICES

Appendix A: Phase II Post-Closure Land Use Proposal
Appendix B: Air Quality and Greenhouse Gas Modeling
Appendix C: Noise Modeling
Appendix D: Traffic Impact Analysis Memorandum
Appendix E: Native American Consultation

## LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{g}/\text{m}^3$	microgram per cubic meter air
AB	Assembly Bill
ADT	average daily traffic
af	acre-feet
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measures
Basin	South Coast Air Basin
bgs	below ground surface
BMPs	Best Management Practices
Btu	British thermal units
CAAP	Climate Action and Adaptation Plan
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
$\text{CH}_4$	methane
CIA	(CalRecycle) Closed, Illegal, and Abandoned Disposal Site
City	City of Long Beach
CIWMB	California Integrated Waste Management Board
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
$\text{CO}_2$	carbon dioxide
$\text{CO}_2\text{e}$	carbon dioxide equivalent
County	County of Los Angeles

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dB	Decibel(s)
dBA	A-weighted decibel(s)
DHS	(County of Los Angeles) Department of Health Services
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
ESCP	Erosion and Sediment Control Plan
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
ft	foot/feet
GHG	greenhouse gas
GSAs	Groundwater Sustainability Agencies
GWh	gigawatt-hours
H.I.	Health Hazard Index
HCP	Habitat Conservation Plan
HRA	Health Risk Assessment
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
JWPCP	(LACSD's) Joint Water Pollution Control Plant
LACSD	Sanitation Districts of Los Angeles County
LARWQCB	California Regional Water Quality Control Board, Los Angeles Region
LBFD	Long Beach Fire Department
LBPd	Long Beach Police Department
LBPL	Long Beach Public Library
lbs/day	pounds per day
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
L <sub>dn</sub>	day-night average noise level
LEA	Local Enforcement Agency
L <sub>eq</sub>	equivalent continuous sound level
LGB	Long Beach Municipal Airport
LID	Low Impact Development
LID Plan	Low Impact Development Plan
L <sub>max</sub>	maximum instantaneous noise level
LOS	level of service

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LRA	Local Responsibility Area
LST	Localized Significance Thresholds
LUD	Land Use District
LUE	General Plan Land Use Element
mgd	million gallons per day
MLD	Most Likely Descendant
MM	Mitigation Measure
mpg	Miles per gallon
MRZs	Mineral Resource Zones
MT	metric tons
MT CO <sub>2</sub> e	metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Communities Conservation Plan
NPDES	National Pollution Discharge Elimination System
N <sub>2</sub> O	nitrous oxide
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
O <sub>3</sub>	ozone
OSHA	Occupational Safety and Health Administration
PCH	Pacific Coast Highway
PCLUP	Post-Closure Land Use Proposal
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ppmV	parts per million by volume
PPV	peak-particle velocity
PRC	Public Resources Code
proposed project	Davenport Park Expansion Project
PVC	polyvinyl chloride (p[iping])
RCM	Regulatory Compliance Measure
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SERRF	Southeast Resource Recovery Facility
sf	square foot/feet

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SGMA	Sustainable Groundwater Management Act
SMARA	Surface Mining and Reclamation Act
SOx	oxides of sulfur
SR-1	State Route 1
SR-91	State Route 91
SRA	source receptor area; also State Responsibility Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
Unified Program	Long Beach Certified Unified Program Agency
USFWS	United States Fish and Wildlife Services
UWMP	Urban Water Management Plan
VOC	volatile organic compounds
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles travelled
WDRs	Waste Discharge Requirements
WRP	Long Beach Water Reclamation Plant

## 1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Davenport Park Expansion Project (proposed project) in the northern area of the City of Long Beach (City). Consistent with the *State CEQA Guidelines* Section 15071, this IS/MND includes a description of the proposed project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND evaluates the potential environmental impacts that may result from construction and operation of the project. Consistent with *State CEQA Guidelines* Section 15050, the City is the Lead Agency under CEQA, and is responsible for adoption of the environmental document and approval of the project.

### 1.1 CONTACT PERSON

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

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## 2.0 PROJECT DESCRIPTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed Davenport Park Expansion Project (proposed project). As Lead Agency, the City of Long Beach (City) has the authority for preparation of this Draft IS/MND and, after the public review process, adoption of the Final MND and approval of the proposed project as described in this Draft IS/MND. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Draft IS/MND is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Draft IS/MND evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary.

The project site is located on Assessor's Parcel Numbers (APNs) 7157-006-902, -903, -904, and -905, at 5550 Paramount Boulevard, in Long Beach, California. The rectangular parcel is currently undeveloped. The project proposes to expand Davenport Park, located directly east of the project site at 2910 East 55<sup>th</sup> Way.

### 2.1 REGIONAL AND LOCAL SETTING

#### 2.1.1 Existing Project Site

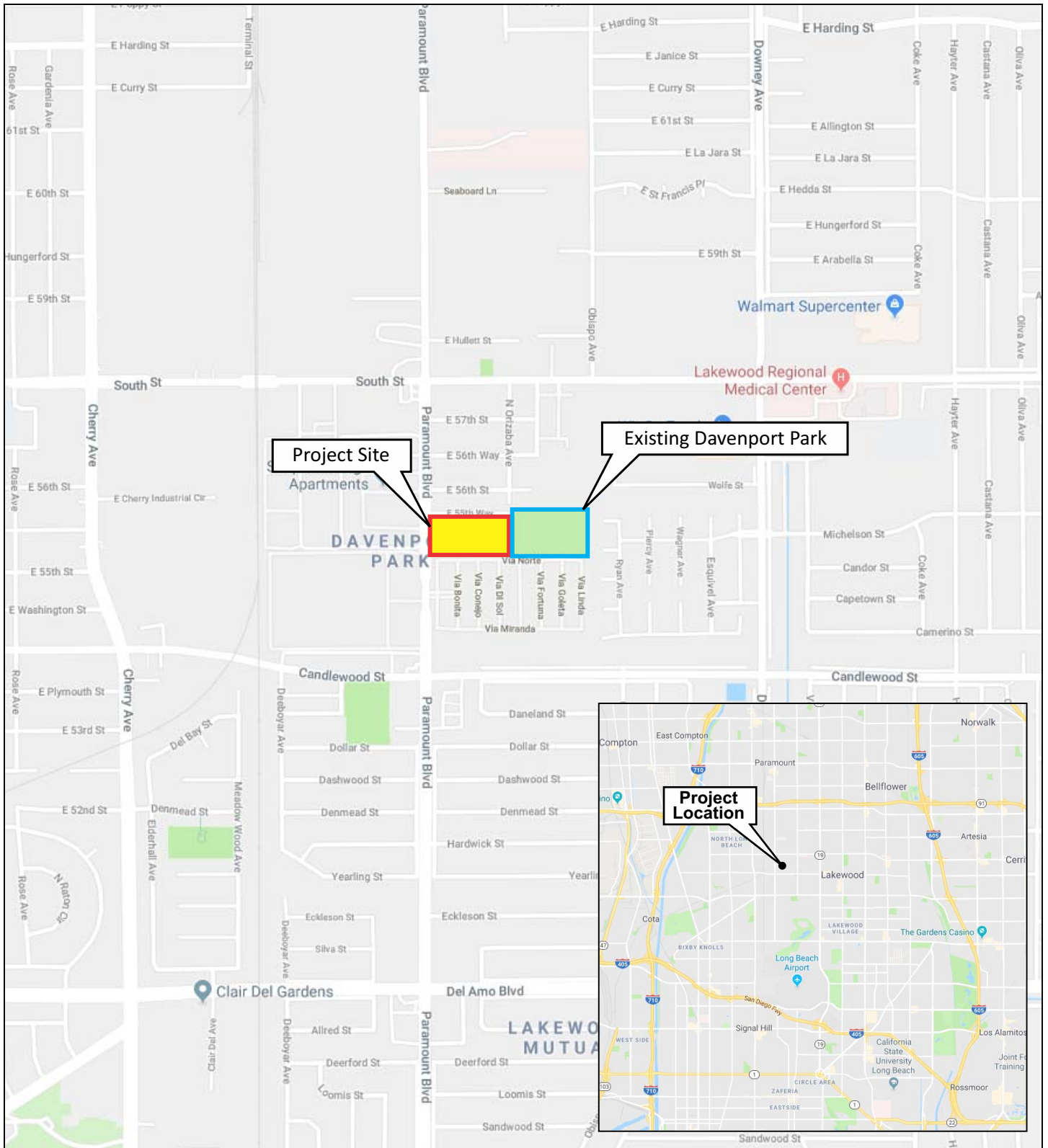
The project site is bordered by East 55<sup>th</sup> Way to the north<sup>1</sup> with residential uses and industrial storage tanks beyond, the Davenport Park site to the east, the Friendly Village Mobile Home Park to the south, and North Paramount Boulevard to the west. The project's nearest cross streets are Paramount Boulevard and East 55<sup>th</sup> Way. Regional access to the project site is provided by State Route 91 (SR-91), located approximately 1.3 miles to the north of the project site. Refer to Figure 1, Project Location, for an overview of the project site's location within the City.

As illustrated on Figure 2, Project Site, the project site and existing Davenport Park consists of four parcels. The approximately 6-acre project site and the adjacent 5.5-acre existing Davenport Park site were formerly occupied by a municipal waste landfill and later by the Cal Coast Packing Crating Company. The industrial use is no longer in operation on the site, and the landfill has since been closed and capped in compliance with the California Department of Resources, Recycling, and Recovery (CalRecycle) Closed, Illegal, and Abandoned Disposal Site (CIA) program and the CalRecycle Solid Waste Cleanup Program (Assembly Bill [AB] 2136).<sup>2</sup> Under existing conditions, the project site is characterized by the presence of a walking trail and scattered vegetation and soil.

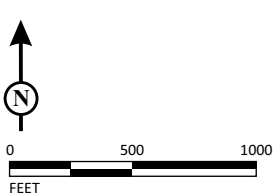
<sup>1</sup> The segment of East 55<sup>th</sup> Way between Paramount Boulevard and the existing Davenport Park site is a vacated street (APN No. 7157-006-902). For the purposes of the IS/MND discussion, this parcel will be described as East 55<sup>th</sup> Way.

<sup>2</sup> The Post-Closure Land Use Proposal (SWT Engineering 2014) is included as Appendix A to this IS/MND.

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SOURCE: Google Maps, 2018

I:\CLB1805\G\Project\_Location.cdr (7/24/2018)

LEGEND

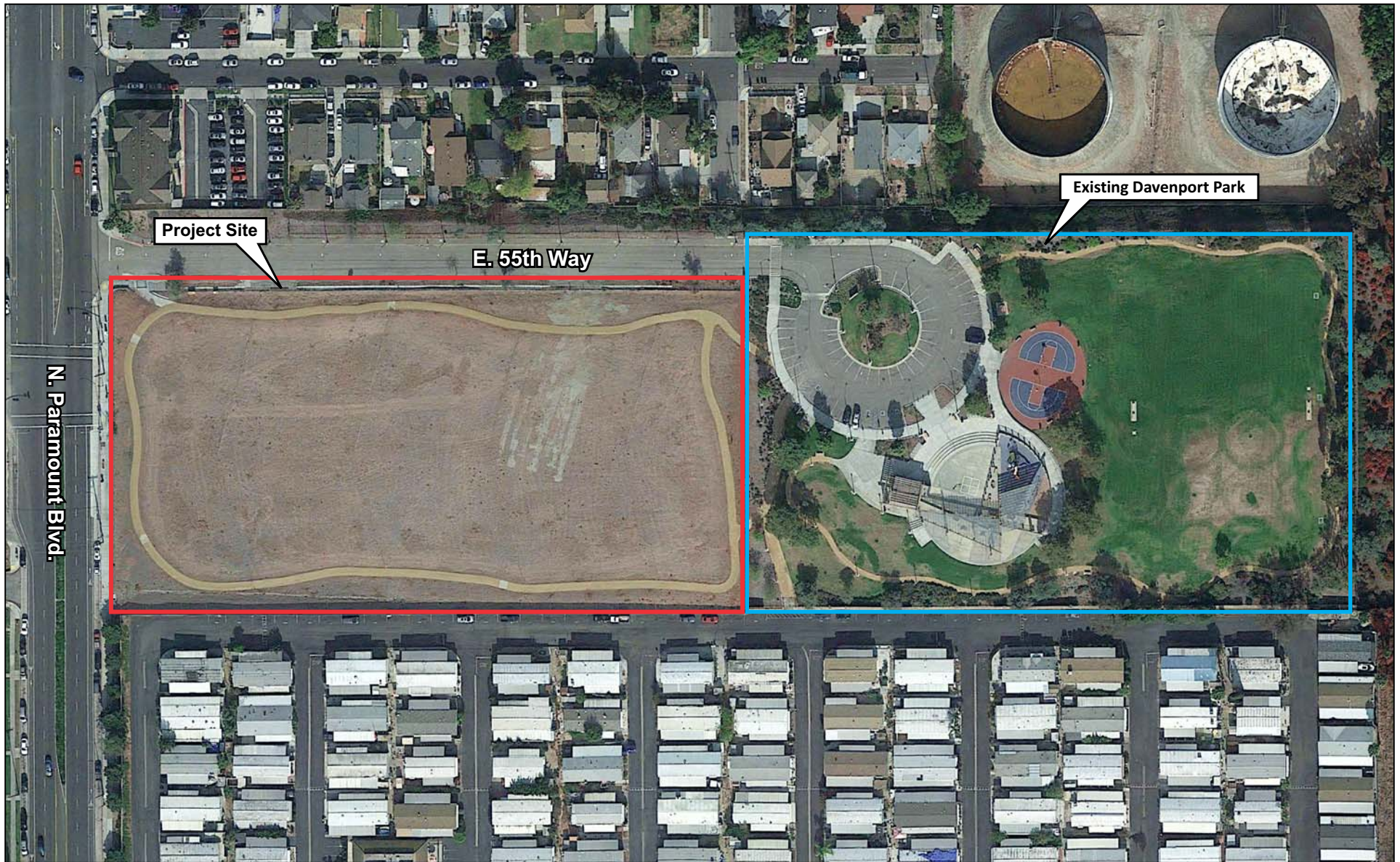
- Project Site
- Existing Davenport Park

FIGURE 1

*Davenport Park Expansion*  
Project Location

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FEET

SOURCE: Google Earth, 2018

LEGEND

- Project Site
- Existing Davenport Park

FIGURE 2

*Davenport Park Expansion*  
Project Site

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The publicly accessible walking trail on the proposed expansion area travels in a loop directly inside of the project site's boundary. The walking trail provides pedestrian access at two points along the eastern site boundary and connects to the sidewalk around the perimeter of the Davenport Park parking lot. Additionally, the walking trail provides pedestrian access at the northern site boundary and connects to the sidewalk near the intersection of East 55<sup>th</sup> Way and North Paramount Boulevard.

Three driveway aprons are currently located on the northern boundary of the site off of East 55<sup>th</sup> Way. However, vehicular access to the property is prohibited due to the presence of chain-link fencing on all sides. Chain-link fencing on the northern, southern, and western boundaries of the site allows for partially obstructed views of the project site. The chain-link fence on the eastern boundary of the property is entirely covered in vegetation, thereby serving as a visual buffer between the existing Davenport Park and the undeveloped project site.

Vehicular access to the existing park and future expansion is provided via the right-in/right-out intersection of Paramount Boulevard/East 55<sup>th</sup> Way (North). Pedestrian access and circulation are provided around the perimeter of the park.

## 2.1.2 Background

### 2.1.2.1 Historic Uses

Prior to 1938, the project site was vacant and undeveloped. During the 1940s, however, the project site and the adjacent Davenport Park site were owned and operated by the City of Long Beach and were part of a larger municipal landfill facility (formerly referred to as the Paramount Dump). This landfill facility primarily received municipal refuse and landscape waste. The landfill was in operation until 1948. Following the landfill closure, a building was constructed on the project site in 1954 and the property was subsequently utilized by a number of tenants including a seat cover manufacturer from 1954 to 1968, a bottling company from 1976 through 1983, and the Cal Coast Packing and Crating Company beginning in 1989. In 1993, the building on site was condemned due to excessive settlement and elevated landfill gas concentrations, and it was declared to be a public health nuisance and demolished.<sup>1</sup>

During its occupation of the property, the Cal Coast Packing and Crating Company leased the site from the City for manufacturing crates and packaging for large industrial equipment, specialty items, and smaller household items (i.e., washing machines). The site has remained in its existing condition as a vacant property since 1993 following the lease expiration and subsequent departure of the Cal Coast Packing and Crating Company. The City purchased the proposed Davenport Park expansion site, referred to as the project site throughout this IS/MND, from the Cal Coast Packing and Crating Company Inc. in April 2006.

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<sup>1</sup> California Department of Resources, Recycling, and Recovery (CalRecycle). 2010. *Site Investigation Report, Friendly Village Mobile Home Park, Portion of the Former Paramount Dump*. November 9, 2010.



### 2.1.2.2 Landfill Closure

In compliance with Title 27 of the California Code of Regulations (CCR), specifically 27 CCR 21190 (a), land uses being proposed on closed landfills (post-closure) must be designed and maintained to:

- (1) Protect public health and safety and prevent damage to structures, roads, utilities and gas monitoring and control systems;
- (2) Prevent public contact with waste, landfill gas and leachate; and
- (3) Prevent landfill gas explosions.

Furthermore, 27 CCR 21190(c) requires that all proposed post-closure land uses, other than non-irrigated open space, are submitted to the Local Enforcement Agency (LEA) (County of Los Angeles Solid Waste Management Program), the Regional Water Quality Control Board (RWQCB), the local air district (SCAQMD), and the local land use agency (City of Long Beach). The LEA approves the proposed post-closure land uses if the project involves structures within 1,000 feet (ft) of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste. Landfill gas monitoring for methane, oxygen, and hydrogen sulfide is conducted quarterly during inspections by the LEA.

In compliance with these regulations, a Post-Closure Land Use Proposal (PCLUP) was prepared for the existing Davenport Park (also known as Phase I) and was approved by the County of Los Angeles Solid Waste Management Program/LEA on May 11, 2004. Subsequently, the first phase of Davenport Park was completed in 2006. The existing Davenport Park (Phase I) has three vents to emit gases from the closed landfill. The vents are constructed of 6-inch diameter polyvinyl chloride (PVC) piping, extending to approximately 5 ft below ground and 13 ft above ground surface. The three existing vents were capped in response to a Notice to Comply issued by the SCAQMD on November 11, 2011, due to a violation related to the surface emission standard for methane.

In 2014, a Phase II PCLUP was prepared and approved for the current project site (Davenport Park Phase II) to describe the activities associated with the conversion of the property into a public park. The Phase II PCLUP is included as Appendix A to this IS/MND. Given the discharge requirements and the present emissions (determined through ongoing monitoring conducted as recently as September 2019), active treatment (rather than venting alone) at the project site will be required to protect public health and maintain compliance. The City has submitted a Workplan to the LEA that includes a conceptual plan of the proposed treatment system, which would include a carbon treatment unit with venting. The carbon treatment unit is comprised of a drum unit with vent on top (not to exceed 15 ft high) that would be enclosed within chain-link fencing and installed aboveground, just west of the existing parking lot, between the proposed park and the existing park (refer to Figure 3, Conceptual Site Plan). The system would connect to the below grade portion of the venting system on Phase I of the park, and to the subgrade piping system installed in 2017 under the project site. The system will be installed and inspected in compliance with the PCLUP and all post-closure regulations.

### 2.1.2.3 Davenport Park Site

Plans to develop the project site and the adjacent Davenport Park site first began when the North Long Beach Project Area Committee sought these properties for development with parks and recreational uses as part of the implementation of the North Long Beach Redevelopment Plan. Among other things, this plan sought to revitalize neighborhoods within the North Long Beach area through improvements to, and/or the creation of, parks and open space areas. The project site was also targeted for development of a park as part of a mitigation to offset the loss of parkland associated with the conversion of a portion of Scherer Park (located in the northwestern portion of the City) to a non-park use.

An Environmental Impact Report (EIR) was prepared for the existing and adjacent Davenport Park Project and was subsequently certified by the Long Beach City Council on February 5, 2004. The existing park facilities on the adjacent site were opened for public use in 2006.

In its existing condition, recreational facilities at the existing Davenport Park site include walking trails, a large open grass field, a basketball court, playground equipment, shaded areas with picnic facilities, restrooms, and a surface parking lot. The park was named in honor of Long Beach Police Officer Ed "Pops" Davenport.

### 2.1.3 Proposed Project

The proposed project would expand the existing 5.5-acre Davenport Park by approximately 6 acres, for total park size of approximately 11.5 acres. The City is proposing to expand Davenport Park in an effort to meet the City's General Plan Open Space (2002) goal of providing 8 acres of recreational open space for every 1,000 residents.

The planned park expansion would include a sports field located on the central and western portion of the site, four sets of three-level bleachers on each side of the sports field, six fitness equipment pads scattered around the site (future phase), a 5,000-square-foot (sf) skate park (future phase), a shaded gathering area, and 31 diagonal parking spaces along the northern boundary of the site on East 55<sup>th</sup> Way. In addition, a portion of the parking lot for the existing Davenport Park would be re-designated as a school bus drop-off location. The proposed site plan is illustrated on Figure 3, Conceptual Site Plan. As specified in the City's General Plan Recreation Element (2002), amenities typically found in neighborhood parks include landscaping, irrigation, walking paths, seating areas and picnic facilities, drinking fountains, trash receptacles, recreation fields, and parking and drive aisles. Similar amenities would be provided throughout the project site. In addition, security lighting would be provided throughout the project site along the walking paths. Areas surrounding the sports field would include landscaped open space with ornamental trees and shrubbery. To the extent feasible, passive open space areas would include drought-tolerant vegetation and other non-invasive plantings. Pedestrian and bicycle access will also be provided from existing sidewalks along Paramount Boulevard, sidewalks along East 55<sup>th</sup> Way, and pedestrian pathways surrounding the project boundaries.

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FIGURE 3

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SOURCE: Anchor QEA

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Davenport Park Expansion  
Conceptual Site Plan

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During project operation, the site would be open for use from 6:00 a.m. to 10:00 p.m., consistent with the hours of operation for the facilities at the Davenport Park site. Primary users of the site are anticipated to be residents in the surrounding neighborhoods.

Due to the site's prior use as a landfill, and as required in the closure documents, the proposed project would include a carbon treatment unit with venting system, as described above, to provide safe venting of low-level methane emissions. The vent would be located at the carbon treatment unit and would not exceed 15 ft in height. The carbon treatment unit and vent would be installed aboveground and enclosed by chain-link fencing, just west of the existing parking lot, between the proposed park and the existing park (refer to Figure 3, Conceptual Site Plan). The system would connect to the below grade portion of the venting system on Phase I of the park, and to the subgrade piping system installed in 2017 under the project site. The system will be installed and inspected in compliance with the PCLUP and all post-closure regulations.

Following project implementation, pedestrian access to the project site would be provided at East 55<sup>th</sup> Way and via an entry plaza on Paramount Boulevard.

#### **2.1.4 General Plan and Zoning**

The existing Davenport Park site is currently classified as Land Use Designation (LUD) No. 11, Open Space and Parks, on the City's General Plan Land Use Map and is zoned as a Park (P) district on the City's Zoning Map. The project site is designated LUD No. 1, Single-Family District, on the City's General Plan Land Use Map and is zoned as a Park (P) district on the City's Zoning Map. The LUD No. 1, Single-Family District, designation allows for single-family residential uses (including mobile homes), neighborhood-serving retail uses, and uses that support residential uses such as parks.

The City is currently in the process of updating and replacing the existing General Plan Land Use Element (LUE) with an entirely new LUE that would guide future development in the City through the year 2040. The General Plan LUE was approved by the Planning Commission on October 17, 2019, and transferred to be heard by the City Council on December 3, 2019. The proposed LUE would introduce the concept of "PlaceTypes," which would replace the traditional land uses designations and zoning classifications in the existing LUE. The proposed LUE designates the project site as within the North Long Beach Community Plan Area. This Community Plan Area primarily allows for the development of low- to moderate-density housing, open space, community commercial, industrial, and neo-industrial uses. The project site is within the proposed Open Space PlaceType, which encourages various forms of open space and limited commercial recreation uses that complement existing recreation facilities. The proposed project would be consistent with the proposed LUE.

#### **2.1.5 Construction Phasing and Grading**

Although the project is anticipated to be constructed all in one phase, it is possible that the skate park and six fitness equipment pads would be installed at a later date once funding is identified. Construction staging areas would be located within the existing Davenport Park parking area, within the street parking area on East 55<sup>th</sup> Way, and within the project site itself. Preliminary estimates indicate that the project would require the net import of 18,212 cubic yards of fill. Project

construction would not extend further than approximately 2 ft and would not disturb native soils. Construction would commence in 2020 with an anticipated opening year of 2022 for the proposed project.

Clean soil will be imported to the site to provide a minimum 2 ft thick layer of vegetative soil. In areas with trees proposed, berms will be placed so that the cover thickness is a minimum of 4 ft deep. Limited passive open space areas will include some drought-tolerant vegetation and other non-invasive plantings to protect the landfill cover.

## 2.2 PROJECT BENEFITS

Pursuant to Section 21082.4 of the *State CEQA Guidelines* statute, "In describing and evaluating a project in an environmental review document prepared pursuant to this division, the lead agency may consider specific economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of a proposed project and the negative impacts of denying the project." The proposed project would provide the following benefits:

- Addition of parkland and recreation uses in North Long Beach would have a positive impact on the City's existing park acreage and help the City in meeting the General Plan Open Space (2002) goal of providing 8 acres of recreational open space for every 1,000 residents.
- Development of the park expansion would offset the loss of parkland associated with the conversion of a portion of Scherer Park (located in the northwestern portion of the City) to a non-park use.
- The project would facilitate the installation of actions outlined in the Post-Closure Land Use Proposal (PCLUP) for the Paramount Dump by the County of Los Angeles Department of Health Services (DHS), the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB), the Air Quality Management District (AQMD), and the California Integrated Waste Management Board (CIWMB) to ensure that project implementation be in full compliance with the PCLUP.

## 2.3 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

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

The discretionary actions to be considered by the City as a part of the proposed project include:

- CEQA and Project Approval: Adoption of the MND and approval of the proposed project.

In addition, ministerial permits, including grading permits, building permits, and public works permits, would be issued by the City to allow site preparation and construction of the proposed project and off-site project infrastructure connections.

Actions outlined in the PCLUP (included as Appendix A of this IS/MND) for the Paramount Dump by the County of Los Angeles Department of Health Services (DHS), the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB), the Air Quality Management District (AQMD), and the California Integrated Waste Management Board (CIWMB) would also be required to ensure that project implementation be in full compliance with the PCLUP.

The proposed project would also future ministerial permits and approvals from Responsible agencies, as listed below:

- **Regional Water Quality Control Board (RWQCB)** National Pollution Discharge Elimination System (NPDES) Permit
- **State Water Resources Control Board:** Notice of Intent to comply with the NPDES General Permit/Storm Water Pollution Prevention Program (SWPPP)

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### 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by the project and include at least one impact that is a "Less Than Significant Impact with Mitigation Incorporated," as indicated by the checklist on the following pages. Please see the Environmental Checklist for additional information.

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

**DETERMINATION. On the basis of this initial evaluation:**

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

  
Project Planner

11-6-19  
Date

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## 4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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



#### 4.1 AESTHETICS

*Would the project:*

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

#### Impact Analysis:

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

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

The City of Long Beach General Plan Scenic Routes Element<sup>4</sup> identifies scenic routes in the City in an effort to preserve views of scenic vistas in the City. Scenic vistas afforded to the City include views of the Pacific Ocean and the Port of Long Beach to the south, distant views of the San Gabriel and San Bernardino Mountains to the north, and distant views of the Santa Ana Mountains to the east. There are no locally designated scenic routes near the project site.

The City’s Draft General Plan Urban Design Element,<sup>5</sup> when adopted, would replace the currently adopted Scenic Routes Element, and identifies existing scenic vistas in the City.

<sup>4</sup> City of Long Beach. 1975. General Plan Scenic Routes Element (Scenic Highways). May.

<sup>5</sup> Long Beach Development Services. 2019. City of Long Beach General Plan Urban Design Element. October.

Examples of these scenic vistas include the following: views along Alamitos Avenue south to Villa Riviera; El Dorado Park; 3<sup>rd</sup> Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains. Although the Draft Urban Design Element identifies several examples of existing scenic vistas in the City, these scenic vistas are not officially designated by the City nor has the Draft Urban Design Element been officially adopted by the City. In addition, none of the scenic vistas designated in the Draft Urban Design Element are in proximity to the project site.

The currently vacant project site is located within an urbanized area predominantly developed with residential uses. In its existing condition, the project site is undeveloped and features a walking trail. The proposed project includes the development of new park facilities on a currently vacant site that would be compatible with the existing Davenport Park facilities. Park facilities proposed as part of the project would not include any structures that would block or impede views in the vicinity of the project site. Further, improvements associated with the proposed project are anticipated to improve the existing visual character of the project site and would serve to provide increased visual cohesion between the project site and the existing Davenport Park, which abuts the project site to the east. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista, and no mitigation is required.

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

**No Impact.** The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in the Streets and Highway Code, Sections 260–263. Scenic Highways are classified as either Officially Listed or Eligible. There are no State-designated scenic routes in the City. However, State Route 1 (SR-1) (i.e., Pacific Coast Highway [PCH]), which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway.<sup>6</sup> It should also be noted that the City's Draft General Plan Urban Design Element (2019) (which is intended to eventually replace the existing Scenic Routes Element) and the City's existing Scenic Routes Element (1975) identify Ocean Boulevard as a scenic route. However, the eligible section of PCH, located approximately 4.8 miles from the site, and Ocean Boulevard, located approximately 6.5 miles from the project site, are not within the project's vicinity. As discussed in Response 4.1(a), development proposed as part of the project would not include any structures that would block or impede views of scenic resources. In its existing setting, the project site does not contain any trees, buildings, or rock outcroppings and is not located adjacent to or near any potential scenic highway. Therefore, implementation of the proposed project would not impact scenic resources within a State scenic highway. No mitigation is required.

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<sup>6</sup> California Department of Transportation, Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed October 31, 2019).

- (c) In non-urbanized areas, would the project 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 a 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?**

**Less Than Significant Impact.** The currently vacant project site is located within an urbanized area predominantly developed with residential uses. In its existing condition, the project site is vacant and consists of a walking trail and a few ornamental trees along East 55<sup>th</sup> Way. Chain-link fencing on the northern, southern, and western boundaries of the site allows for partially obstructed views of the project site. The chain-link fence on the eastern boundary of the property is entirely covered in vegetation, thereby serving as a visual buffer between the existing Davenport Park and the undeveloped project site.

The project is located in the neighborhood identified as “Cherry Manor” in the City’s existing General Plan Land Use Element (LUE) (adopted 1989; revised in 1997 and 2019).<sup>7</sup> According to the LUE, the Cherry Manor neighborhood is characterized primarily by multifamily and single-family residential uses. In addition, the LUE states that Cherry Manor lacks convenient recreation spaces and that a neighborhood improvement program should be implemented to improve the visual quality of the area.

The proposed project would result in the development of a 6-acre park that would serve as an expansion of the existing Davenport Park facilities located directly east of the project site. Upon project implementation, new park amenities and landscaping would be installed on the project site. Landscaping to be provided as part of the project would include drought tolerant plant beds along the western perimeter of the project site, and drought tolerant shrubs and trees dispersed along the perimeter of the walking path and project site. As such, the visual character and quality of the site would be improved as a result of the conversion of the site from a vacant, undeveloped lot to a park use. Furthermore, the proposed project is zoned as a Park (P) district on the City’s Zoning Map.<sup>8</sup> Therefore, the proposed project would result in less than significant impacts related to the degradation of the existing visual character and quality of the site and its surroundings, and would not conflict with applicable zoning and other regulations governing scenic quality. No mitigation is required.

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

**Less Than Significant Impact.**

The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the

<sup>7</sup> Long Beach Development Services. 2019. City of Long Beach General Plan Land Use Element. June.

<sup>8</sup> Long Beach Technology & Innovation Department and Development Services Department. 2018. City of Long Beach Zoning Districts. Website: <http://www.longbeach.gov/lbds/planning/advance/maps/zoning/> (accessed October 31, 2019).

combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute to ambient nighttime lighting conditions.

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

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

Nighttime illumination impacts are evaluated in terms of the project's net change in ambient lighting conditions and proximity to light-sensitive land uses. The project site is predominantly surrounded by residential uses. Sensitive receptors in the vicinity of the site include residential uses to the north, south, and west of the project site. Other sources of light on and adjacent to the project site include exterior lighting from adjacent residential neighborhoods, street lighting from Paramount Boulevard to the west, and street lighting from Via Norte to the south.

**Construction.** Construction activities would primarily occur during the daylight hours and within the City's approved construction hours.<sup>9</sup> Any construction-related illumination would be used for safety and security purposes (in compliance with Long Beach Municipal Code light intensity requirements) and would occur only for the duration required for the temporary construction processes. With adherence to Long Beach Municipal Code regulations, construction lighting would not substantially impact sensitive uses, substantially alter the character of off-site areas surrounding the site, or interfere with the performance of an off-site activity. Therefore, construction of the proposed project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant. No mitigation is required.

**Operation.** The proposed project would be located within a developed area of the City, with ambient light levels that are typical for an urban area. In its existing condition, the lighting from adjacent streets and neighborhoods contributes to nighttime light on surrounding residential

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

properties. Additionally, no field lighting is proposed as part of the project. As shown in Figure 4.1-1, Lighting Plan, proposed lighting for the project includes low-profile security lighting along the perimeter of the pedestrian path and the installation of seven standard light poles for the parking proposed on the northern boundary of the project site along East 55<sup>th</sup> Way. Although the proposed project would introduce new sources of light to the project site that are typical of recreational and urban uses, all outdoor lighting would be hooded, shielded, and focused downward and prevent light spillage onto adjacent properties. The location and intensity of all exterior lighting would comply with lighting standards outlined in the City's Municipal Code. Impacts related to glare from on-site lighting would not occur because the project would not include the development of structures on site with highly reflective materials (e.g., windows or glass with mirror-like tints). Although the proposed project is not anticipated to include features that would result in excessive lighting or the generation of glare on the site, lighting plans are subject to City review and approval as part of the site plan review process.

Therefore, lighting provided as part of the proposed project would be largely consistent with the type and intensity of existing lighting in the vicinity of the project site. The final lighting plan for the project would be subject to review and approval as part of the site plan review process, and compliance with the City's Municipal Code would be required. As such, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, impacts related to adverse day or nighttime views in the area would be less than significant. No mitigation is required.

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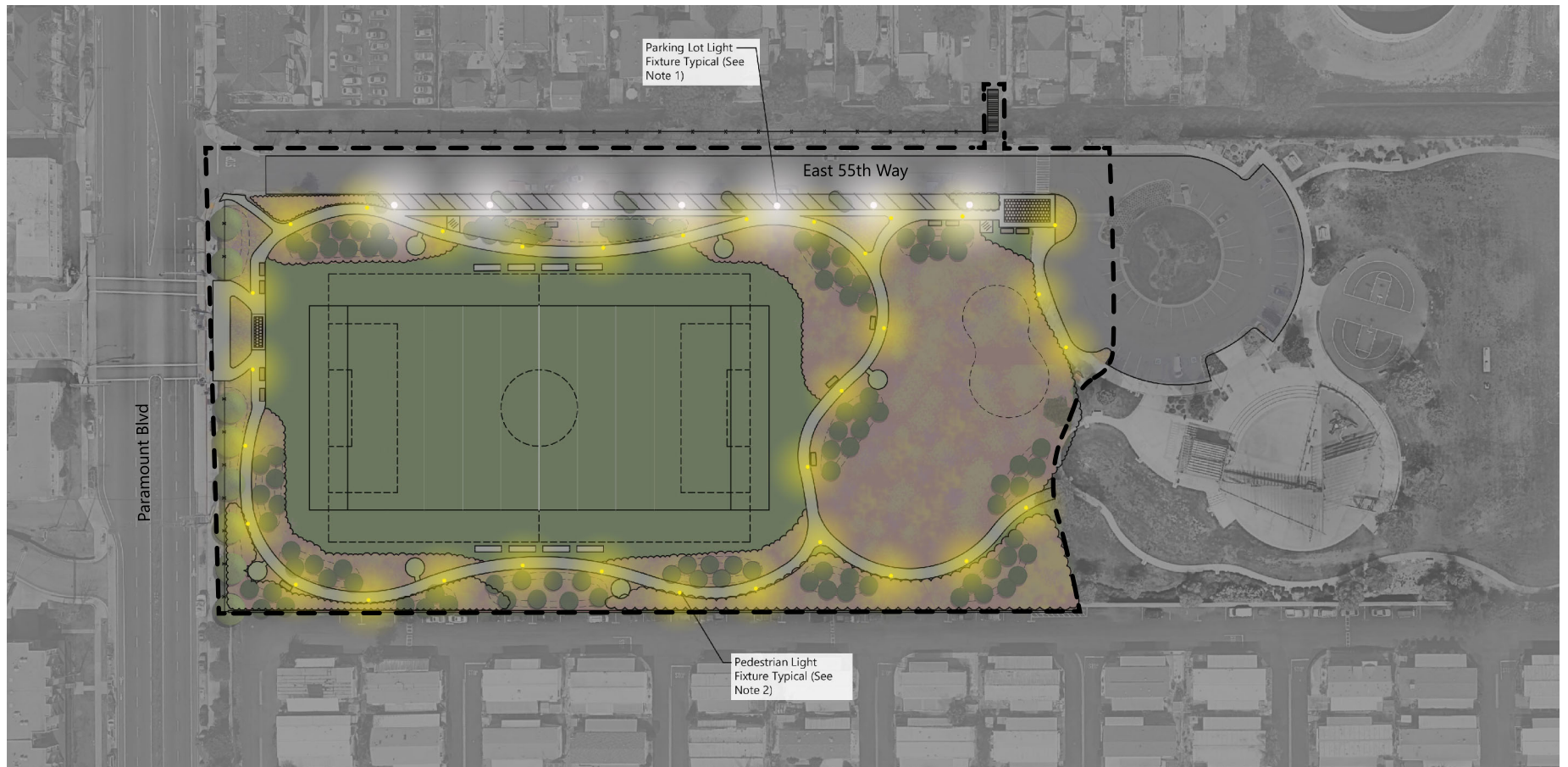
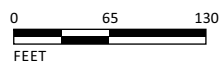


FIGURE 4.1-1

LSA



*Davenport Park Expansion*  
Conceptual Lighting Plan

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## 4.2 AGRICULTURAL RESOURCES

*Would the project:*

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

### Impact Analysis:

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

**No Impact.** The proposed project involves the development of an approximately 6-acre park. The project site is in an urbanized area, which has not been and is not currently used for agricultural uses, and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. As a result, the proposed project will not impact designated farmlands. Therefore, no impacts to agricultural resources would occur, and no mitigation is required.

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

**No Impact.** As stated previously, the proposed project involves the expansion of the existing Davenport Park in an urbanized area. The site is currently zoned as Park on the City's Zoning Map, and is not zoned for agricultural uses. Moreover, the site is not used for agricultural

purposes nor are there Williamson Act contracts in effect for the site. As a result, the proposed project will not conflict with existing zoning for agricultural uses or Williamson Act contracts. Therefore, no impacts to agricultural use or a Williamson Act contract would occur, and no mitigation is required.

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

**No Impact.** As stated previously, the project site is zoned as Park on the City's Zoning Map. The proposed project involves the expansion of the existing Davenport Park in an urbanized area. The project site and the surrounding areas are not designated or zoned as forest land or timberland, or for timberland production. As a result, the proposed project would not result in impacts on timberland resources. Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

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

**No Impact.** The project site is in an urban, built-out portion of the City. There are no forest or timberland resources on or in the vicinity of the project site. Therefore, the proposed project would not result in impacts related to the loss of forest land or the conversion of forest land to non-forest uses, and no mitigation is required.

- (e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The project site is in an urban, built-out portion of the City. While the project site is currently undeveloped, there are no agricultural uses or designated farmlands on or in the vicinity of the project site. The proposed project would not result in the conversion of farmland on or off the project site to non-agricultural use because there are no agricultural uses on or in the immediate vicinity of the project site. As a result, the proposed project will not result in impacts related to the conversion of agricultural land to non-agricultural uses, or the conversion of forest land to a non-forest use. No mitigation is required.

### 4.3 AIR QUALITY

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

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in a cumulatively considerable net increase of any criteria pollutant under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

The following section is based on the air quality/greenhouse gas (GHG) modeling and analysis conducted by LSA (November 2019) (Appendix B).

#### Impact Analysis:

##### (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

##### Less Than Significant Impact.

The project site is located in the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The United States Environmental Protection Agency (EPA) has designated the status of the Basin as nonattainment for ozone (O<sub>3</sub>), coarse inhalable particulate matter less than 10 microns in size (PM<sub>10</sub>), and fine inhalable particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) under the California Ambient Air Quality Standards. Under the National Ambient Air Quality Standards, the EPA has designated the status of the Basin as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP. The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been

evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed project is not considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 sf of floor space, etc.) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, Section 15206(b)).

As previously mentioned in the project description section, the City is proposing to expand Davenport Park in an effort to meet the City's General Plan Open Space goal of providing 8 acres of recreational open space for every 1,000 residents. The existing Davenport Park site is currently classified as Land Use Designation (LUD) No. 11, Open Space and Parks, on the City's General Plan Land Use Map and is zoned as a Park (P) district on the City's Zoning Map. The proposed park expansion site is designated LUD No. 1, Single-Family District, on the City's General Plan Land Use Map and is zoned as a Park (P) district on the City's Zoning Map. The LUD No. 1, Single-Family District, designation allows for single-family residential uses (including mobile homes), neighborhood-serving retail uses, and uses that support residential uses such as parks. No changes are proposed to either the General Plan land use designation or the zoning classification. The project would not generate any increase in population that otherwise would not have been planned for in the City. Since the proposed project is consistent with the General Plan land use and zoning designation and would not generate any increase in population beyond that which has already been planned for by SCAG and the City, the proposed project is consistent with the 2016 AQMP. Impacts would be less than significant, and no mitigation is required.

**(b) Would the project result in a cumulatively considerable net increase of any criteria pollutant under an applicable federal or State ambient air quality standard?**

**Less Than Significant Impact.**

The SCAQMD's *CEQA Air Quality Handbook* (1993, currently being revised) establishes suggested significance thresholds based on the volume of pollution emitted. According to the Handbook, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 pounds per day (lbs/day) of VOC (volatile organic compounds) (75 lbs/day during construction);
- 55 lbs/day of NO<sub>x</sub> (oxides of nitrogen) (100 lbs/day during construction);
- 550 lbs/day of CO (carbon monoxide) (550 lbs/day during construction);
- 150 lbs/day of PM<sub>10</sub> (particulate matter with a diameter of 10 microns or smaller) (150 lbs/day during construction);

- 55 lbs/day of PM<sub>2.5</sub> (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs/day during construction); and
- 150 lbs/day of SO<sub>x</sub> (oxides of sulfur) (150 lbs/day during construction).

The most recent version of the California Emissions Estimator Model (CalEEMod) (Version 2016.3.2) was used to calculate construction and operation emissions from development of the proposed project (see Appendix B).

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

**Construction Emissions.** During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site leveling, trenching, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO<sub>x</sub>, VOC, directly-emitted PM<sub>2.5</sub> or PM<sub>10</sub>, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction emissions were estimated for the project using CalEEMod Version 2016.3.2, consistent with SCAQMD recommendations for the proposed project. For purposes of air quality analysis, it is assumed that construction would happen in discrete phases. Each individual phase of project development would include the following construction activities: site preparation; grading; trenching, park construction; paving and surface improvement; and architectural coating (painting). The application of paving and architectural coating starts right after the construction of the park. The construction analysis includes estimating the construction equipment that would be used during each construction activity, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soils hauling, and vendor trips). The proposed earthwork for the project assumes the exportation of 773 cubic yards of soil (i.e., approximately 65 haul trucks) and the importation of 18,985 cubic yards of soil (i.e., approximately 1,585 haul trucks). Trenching activities would include the installations of the water irrigation systems, landfill gas pipeline scrubber, vapor-phase granular activated carbon vessels, and oxidizer equipment. The application of paving and architectural coating starts right after the construction of the park. CalEEMod modeling and defaults are assumed for the construction activities, off-road equipment, on-road construction fleet mix and trip lengths. The tentative project construction schedule would have a probable start date in early 2020 and a planned opening in late 2022.

Table 4.3.A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project. Therefore, construction emissions are considered less than significant, and no mitigation is required.

**Table 4.3.A: Short-Term Regional Construction Emissions**

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)							
	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
Site Preparation	4.17	42.48	22.30	0.04	7.25	2.20	3.93	2.02
Grading	2.87	38.45	19.45	0.06	3.30	1.31	1.54	1.21
Building Construction	0.81	7.23	6.45	0.01	0.09	0.51	0.02	0.47
Trenching	2.83	24.04	22.75	0.05	1.48	1.15	0.40	1.08
Paving	1.36	12.97	15.26	0.02	0.17	0.68	0.04	0.62
Architectural Coating	0.50	1.60	2.70	0.01	0.25	0.10	0.07	0.10
<b>Peak Daily Emissions</b>	<b>4.17</b>	<b>42.48</b>	<b>22.75</b>	<b>0.06</b>	<b>9.45</b>		<b>5.95</b>	
<b>SCAQMD Thresholds</b>	<b>75.00</b>	<b>100.00</b>	<b>550.00</b>	<b>150.00</b>	<b>150.00</b>		<b>55.00</b>	
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		<b>No</b>	

Source: Compiled by LSA (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = coarse inhalable particulate matter less than 10 microns in size

PM<sub>2.5</sub> = fine inhalable particulate matter less than 2.5 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOCs = volatile organic compounds

**Operational Emissions.** Long-term air pollutant emissions associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Small energy sources include electricity for security lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. Based on the stationary-source parameters in CalEEMod for a park and trip generation rates estimated for the proposed project, operational emissions are detailed in Table 4.3.B. Projects in the Basin with operation-related emissions that exceed any of the listed emission thresholds are considered potentially significant by the SCAQMD.

The proposed project is estimated to generate 693 vehicle trips per day (LSA 2019).

Table 4.3.B indicates that the emissions of criteria pollutants generated from operation of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, operational air quality emissions are considered less than significant and no mitigation is required.

**Table 4.3.B: Operational Emissions with Regional Effects**

Source	Pollutant Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.02	<0.01	<0.01	0	<0.01	<0.01
Energy Sources	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile Sources	1.16	5.54	14.71	0.05	4.28	1.17
<b>Total Project Emissions</b>	<b>3.14</b>	<b>18.63</b>	<b>27.44</b>	<b>0.11</b>	<b>7.85</b>	<b>2.16</b>
<b>SCAQMD Thresholds</b>	<b>55.0</b>	<b>55.0</b>	<b>550.0</b>	<b>150.00</b>	<b>150.00</b>	<b>55.00</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = fine inhalable particulate matter less than 2.5 microns in size

PM<sub>10</sub> = coarse inhalable particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

The proposed project is required to comply with SCAQMD Rule 403, which includes implementation of standard control measures for fugitive dust. Table 4.3.A and Table 4.3.B demonstrate that, with compliance with applicable regulatory policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold during construction or operation. Therefore, the proposed project would not contribute significantly to cumulative impacts on any pollutants for which the region is in nonattainment. Specifically, the proposed project construction and operational emissions would not exceed the SCAQMD's mass daily thresholds for VOC and NO<sub>x</sub> that serve as project and cumulative impact thresholds of significance for gauging regional O<sub>3</sub> impacts. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively considerable.

Compliance with SCAQMD Rules 402 Nuisance and 403 Fugitive Dust, which include implementation of standard control measures for diesel equipment emissions, fugitive dust, and construction methods is a regulatory requirement for all projects in the Basin. Other regulatory measures such as Title 13 Section 2449 of the California Code of Regulations; and CalRecycle/Green Building Program regulations will also be implemented for the proposed project. Through compliance with these regulations designed to reduce emissions, as described in RCM-AQ-1 through RCM-AQ-3, the proposed project would not exceed any SCAQMD threshold or contribute to a substantial increase in regional air emissions. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be less than significant, and no mitigation is required.

**Mitigation Measures:** No mitigation is required. However, the following regulatory compliance measures are standard conditions based on State and local regulations that serve to reduce impacts related to air emissions. These compliance measures are applicable to the proposed

project and shall be incorporated to ensure that the project impacts to air quality emissions would remain less than significant.

**Regulatory Compliance Measures:**

- RCM-AQ-1 SCAQMD Rules.** The project shall comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403 as required for diesel equipment emissions, fugitive dust, and construction methods. Under SCAQMD Rule 402, 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 endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 restricts visible fugitive dust to a project property line, restricts the net particulate matter less than 10 microns in diameter (PM<sub>10</sub>) emissions to less than 50 micrograms per cubic meter air (µg/m<sup>3</sup>) and restricts the tracking out of bulk materials onto public roads. Additionally, Rule 403 requires an applicant to utilize one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, Rule 403 requires that a contingency plan be prepared if so determined by the United States Environmental Protection Agency (EPA).
- RCM-AQ-2 Title 13, Section 2449 of the California Code of Regulations: In-Use Off-Road Diesel-Fueled Fleets.** The project would be required to comply with this regulation to reduce oxides of nitrogen (NO<sub>x</sub>), diesel particulate matter (PM), and other criteria pollutant emissions from in-use off-road diesel-fueled construction equipment and vehicles.
- RCM-AQ-3 CalRecycle/Green Building Program.** The project would be required to comply with this regulation to ensure that energy, water, and materials are used efficiently. Compliance with the City's Green Building Policy for Municipal Buildings, which addresses recreational facilities such as parks, would ensure that green building techniques, methods and materials are incorporated into the proposed project as much as practicable.

**(c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.**

Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from the construction equipment activities, the ambient air quality levels in each source receptor area (SRA) in which the emission source is located, and the distance to the sensitive receptor. The nearest residential homes (i.e., trailer mobile homes and single-family residences) are located approximately 35 ft from the project site. LSTs represent the maximum



emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SRA. For the proposed project, the appropriate SRA for the LST is SRA 4 (South Coast Los Angeles County).

LSTs only apply to CO, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> emissions during construction and operation at the discretion of the lead agency. The project site expansion is approximately 6 acres. Based on the SCAQMD recommended methodology<sup>10</sup> and the construction equipment planned for graded site disturbance, no more than 1.5 acre<sup>11</sup> would be disturbed on any one day. On-site operational emissions would occur from area and mobile sources. On-site vehicle emissions are the largest source of emissions, and it is assumed that the park patrons park their vehicles in the parking lot. The patrons would then play on up to 5 acres of the surface area of the park expansion project. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are approximately 5 acres or less. The project site expansion would disturb no more than 1.5 acres in one day; therefore, screening-level analysis of LSTs for 5 acres was used for construction and operational activities.

Localized significance is determined by comparing the on-site-only portion of the construction and operational emissions with emissions thresholds derived by the SCAQMD to ensure pollutant concentrations at nearby sensitive receptors would be below the LST threshold established by the SCAQMD. Tables 4.3.C and 4.3.D indicate the construction and operational LST analyses of the CalEEMod results.

**Table 4.3.C: Summary of Construction Emissions, Localized Significance**

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
On-Site Emissions	42	22	9.2	5.9
<b>LST Thresholds</b>	123	1,530	14.0	8.0
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA (Appendix B).

CO = carbon monoxide

ppm = parts per million

µg/m<sup>3</sup> = microgram per cubic meter air

LST = localized significance threshold

NO<sub>2</sub> = nitrogen dioxide

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

<sup>10</sup> SCAQMD. *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*. Website: [www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf) (accessed April 2018).

<sup>11</sup> A maximum disturbance of 1.5 acre would occur during the grading phase from the use of one rubber-tired dozer, and one grader for 8 hours per day.

**Table 4.3.D: Summary of Operational Emissions, Localized Significance**

Source	Pollutant Emissions			
	NO <sub>x</sub> (lbs/day)	CO (lbs/day)	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
On-Site Emissions	0.28	0.74	0.2	0.1
LST Thresholds	123	1,530	4.0	2.0
Significant?	No	No	No	No

Source: Compiled by LSA (Appendix B).

CO = carbon monoxide

ppm = parts per million

µg/m<sup>3</sup> = microgram per cubic meter air

LST = localized significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

As detailed in Table 4.3.C and Table 4.3.D, emissions would not exceed LST thresholds. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to substantial pollutant concentrations for construction and operation would be less than significant. No mitigation is required.

Although project-level NO<sub>x</sub> emissions would generate ozone precursor emissions, as identified in Tables 4.3.B through 4.3.D, these levels do not exceed any established SCAQMD daily emission thresholds. The project's peak operation NO<sub>x</sub> emissions amount to approximately 42 pounds per day. Due to the incremental size of the proposed project, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor. Because the SCAQMD has not identified an accurate method to quantify health impacts from small projects, and due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions.

**Emissions Treatment Systems.** As described in Chapter 2.0, Project Description, a methane gas collection/treatment system is required to treat the landfill gasses at the project site and to protect public health. The City has submitted a Workplan to the LEA that includes a conceptual plan of the proposed treatment system, which would include a carbon treatment unit with venting. The system would connect to the below grade portion of the vents on Phase I of the park, and to the subgrade collection piping system installed in 2017 under the project site. The system will be installed and inspected in compliance with the PCLUP and all post-closure regulations.

According to the SCAQMD permit application,<sup>12</sup> the landfill methane gas concentration is approximately 3.3 parts per million by volume (ppmV), which is below the regulatory limit of 200 ppmV for methane. A health risk assessment (HRA) was completed as part of the SCAQMD permit application; the results presented a cancer risk of 3.7 x 10<sup>-9</sup> which is 3 orders of magnitude below the SCAQMD's HRA threshold of 10 in a million criterion, and a Health Hazard

<sup>12</sup> SWT Civil and Environmental Engineering. 2018. *Landfill Gas Collection and Treatment System Facility Permit Application Package Davenport Park 55<sup>th</sup> Way Landfill*. February 2018.

Index (H.I.) of  $1.4 \times 10^{-3}$ , which is 3 orders of magnitude below the SCAQMD H.I. of 1.0 criterion. Therefore, the potential for health risk from the proposed landfill gas collection and treatment system would be less than significant. No mitigation is required.

**(d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less Than Significant Impact.**

Other emissions, including nuisance odors, may occur during the operation of diesel-fueled equipment during construction and operation of the project. However, these emissions would be short term in duration and are expected to be isolated to the immediate vicinity of the construction site or transport route. SCAQMD Rules 402 and 403, as well as Title 13, Section 2449(d)(d) of the California Code of Regulations (CCR), as outlined in RCM-AQ-1 and RCM-AQ-2 above, require the project applicant to include implementation of standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, SCAQMD Rule 402 regarding nuisances states: "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 endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property." Adherence to these rules is standard regulatory policy for all development and would reduce impacts from other emissions such as nuisance odors to less than significant levels. No mitigation is required.

**4.4 BIOLOGICAL RESOURCES***Would the project:*

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

**Impact Analysis:**

- (a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?**

**Less Than Significant Impact.** The project site is currently vacant and within an urbanized portion of the City. There are no known sensitive species or habitats on site as identified on local/regional plans, policies, or regulations or by the California Department of Fish and Wildlife

(CDFW) or the United States Fish and Wildlife Service (USFWS). There is no critical habitat for threatened and endangered species in the vicinity of the project site. Conversion of the project site from a vacant property to a park use would result in the addition of on-site landscaped open areas and ornamental trees and shrubbery that could potentially support limited levels of wildlife. Therefore, impacts to such species are considered less than significant, and no mitigation would be required.

**(b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?**

**No Impact.** The project site is currently vacant and located in an urbanized area. The existing project site does not contain any vegetation except for a few ornamental trees along East 55<sup>th</sup> Way. According to the National Wetlands Inventory managed by the United States Fish and Wildlife Service (USFWS), the project site does not contain riparian habitat.<sup>13</sup> There is no riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS. Therefore, development of the proposed project is not anticipated to have an impact on any riparian habitat or other sensitive natural community, and no mitigation is required.

**(c) Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** As stated previously, the project site is located within a highly urbanized area of the City. As such, the project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Furthermore, because the project site has been significantly altered due to its prior use as both a municipal landfill and an industrial facility, the property is devoid of natural habitat and sensitive species. Therefore, development of the project site would have no impact on State or federally protected wetlands, and no mitigation is required.

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

**Less Than Significant Impact.** As stated previously, the project site is located in an urbanized area of the City that is developed with commercial, industrial, and residential uses. Within the vicinity of the project site, there are no large areas of natural habitat that would facilitate wildlife movement or serve as a wildlife corridor. However, the project site contains existing trees along the northern perimeter of the property that may provide suitable habitat for nesting migratory birds. Nesting migratory birds are protected under the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code [USC], Section 703 et seq., see also Title 50, CFR, Part 10) and Section 3503 of the California Fish and Game Code. While the likelihood of nesting birds

<sup>13</sup> United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Website: <https://www.fws.gov/wetlands/data/mapper.html> (accessed October 31, 2019).

occurring on site is very low considering the poor quality of the existing habitat, removal of existing trees could result in “take” which is prohibited under the MBTA. As such, the Project is required to comply with the MBTA, which prohibits disturbing or destroying active nests during the nesting season (February 1–August 31 of each year). As documented in Regulatory Compliance Measure (RCM) BIO-1, avoiding impacts can be accomplished through a variety of means, including restricting brush and tree removal to periods outside the avian nesting season, or through performance of nesting bird surveys prior to clearing when clearing occurs during the nesting season. With implementation of RCM-BIO-1, potentially significant impacts to nesting birds and migratory wildlife would be reduced to a less than significant level. No mitigation is required.

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

**Regulatory Compliance Measure:**

**RCM-BIO-1 Migratory Bird Treaty Act.** Tree and vegetation removal shall be restricted to outside the likely active nesting season (February 1 through August 31) for those bird species present or potentially occurring within the project area. That time period is inclusive of most other birds’ nesting periods, thus maximizing avoidance of impacts to any nesting birds. If construction is proposed between February 1 and August 31, a qualified biologist familiar with local avian species and the requirements of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code shall conduct a preconstruction survey for nesting birds no more than 3 days prior to construction. The survey shall include the entire area that will be disturbed. The results of the survey shall be recorded in a memorandum and submitted to the City of Long Beach (City) Parks, Recreation, and Marine Director, or designee, within 48 hours. If the survey is positive, and the nesting species are subject to the MBTA or the California Fish and Game Code, the memorandum shall be submitted to the California Department of Fish and Wildlife (CDFW) to determine appropriate action. If nesting birds are present, a qualified biologist shall be retained to monitor the site during initial vegetation clearing and grading, as well as during other activities that would have the potential to disrupt nesting behavior. The monitor shall be empowered by the City to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.

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

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

The proposed project would include the provision of ornamental trees throughout the project site, and may include the removal of a few existing trees along East 55<sup>th</sup> Way as part of the project. Should the removal of any on-site trees be required to accommodate project implementation, a tree removal permit, in compliance with the tree removal and replacement requirements in the City's Municipal Code, would be required as outlined in RCM-BIO-2. Therefore, compliance with the City's tree removal requirements would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no mitigation is required.

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

**Regulatory Compliance Measure:**

**RCM-BIO-2 Local Tree Removal Ordinances.** Prior to the start of any demolition or construction activities, the City of Long Beach (City) Parks, Recreation and Marine Director, or designee, shall obtain a tree removal permit from the City's Director of Public Works in the event any trees are required to be removed as part of the project. A City-approved Construction Plan shall be submitted with the permit to remove any tree(s). The City-approved Plan shall show that the existing City (parkway) tree has a direct impact on the design and function of the proposed project. The City shall incur all removal costs, including site cleanup, make any necessary repair of hardscape damage, and replace the tree. The removed tree shall be replaced with an approved 15-gallon tree and payment of a fee that is equivalent to a City-approved 15-gallon tree.

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

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

**4.5 CULTURAL RESOURCES***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:****(a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**No Impact.** Potential historic resources in the City are evaluated under one or more of three established sets of criteria of significance, corresponding to federal, State, and local designation programs. To be eligible for inclusion in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register) or for listing as a landmark or landmark district of the City, a property must satisfy one or more of the appropriate registration criteria. In addition, the property must retain sufficient integrity to convey the reasons for its significance. According to City maps of locally-designated Historic Landmarks<sup>14</sup> and Historic Districts,<sup>15</sup> there are no historic resources on or within the vicinity of the project site.

In its existing setting, the project site is vacant and undeveloped. According to the Los Angeles County Department of Regional Planning<sup>16</sup> and the City's General Plan Historic Preservation Element (2010), there are no historic landmarks and/or properties on the project site. As a result, the project will not cause a substantial change in the significance of a historical resource as defined in Section 15064.5. No mitigation is required.

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

**Less Than Significant Impact.** The soils on the project site are non-native and have been extensively disturbed during the site's prior use as a municipal landfill and from the site's previous development with industrial uses. Ground-disturbing activities associated with grading

<sup>14</sup> City of Long Beach. Historic Landmarks. Website: <http://www.longbeach.gov/lbds/planning/preservation/historic-landmarks2/> (accessed October 31, 2019).

<sup>15</sup> City of Long Beach. Historic Districts. Website: <http://www.longbeach.gov/lbds/planning/preservation/districts/> (accessed October 31, 2019).

<sup>16</sup> Los Angeles County. Department of Regional Planning, Historic Resources of Los Angeles County. Website: <http://hlrc.lacounty.gov/HLRC/pdf/Registry.pdf?ver=2018-02-02-105207-870> (accessed October 31, 2019).



or excavation would not be extensive and would not extend into native soils as the landfill cap cannot be disturbed and must remain intact. Therefore, construction activities are not anticipated to unearth any previously unknown archaeological resources. Potential impacts to archaeological resources would remain less than significant, and no mitigation is required.

**(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** There are no known human remains interred on the project site. Given the project site's historic use as a municipal landfill and industrial facility, it is unlikely that any future development of the site would result in a disturbance to human remains. Ground-disturbing activities associated with grading or excavation would not be extensive as the landfill cap cannot be disturbed and must remain intact. While the potential to encounter human remains on the project site is low, buried and undiscovered human remains may be present below the ground surface. In the unlikely event that unknown human remains are discovered, the project must comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98, which require that no further disturbance occur in the event of a discovery or recognition of any human remains on site, and that the County Coroner be notified immediately. If the remains are determined to be of Native American descent, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD) and potentially inspect the site of the discovery. Upon completion of the assessment, consulting archaeologists would prepare a report documenting the methods and results regarding the treatment of the remains. Therefore, compliance with these regulations, as outlined in RCM-CUL-1 would ensure that potential impacts related to unknown human remains would be less than significant. No mitigation is required.

**Mitigation Measures:** No mitigation is required. However, the following regulatory compliance measure is a standard condition based on state and local regulations that serves to reduce impacts related to human remains. This compliance measure is applicable to the proposed project and shall be incorporated to ensure that the project impacts to unknown human remains would remain less than significant.

**Regulatory Compliance Measure:**

**RCM-CUL-1 Treatment of Human Remains.** In accordance with California Health and Safety Code Section 7050.5, if human remains are found, the Los Angeles County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains (100 feet or as determined by the project archaeologist) shall occur until the procedures set forth in this measure have been implemented. If the County Coroner determines that the remains are, or are believed to be, Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code (PRC) Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendants (MLD) of the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

**4.6 ENERGY***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:**

- (a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant Impact.**

The project's consumption of energy during construction and operation is calculated via CalEEMod, as detailed in the Air Quality/Greenhouse Gas modeling and analysis conducted by LSA (November 2019) (Appendix B).

The anticipated construction schedule assumes that the proposed project would be built in approximately 18 months. The proposed project would require grading, trenching, park construction, paving, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e. fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Construction of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and construction-related would be less than significant. No mitigation is required.

The project includes the expansion of park facilities to include a soccer field, future skate park, walking paths, shaded gathering/picnic area, future exercise pads, and parking. In total, the project would expand the park by 6 additional acres.

During project operation, electricity would be the main form of energy consumed on the site. Electricity would be used for security lighting. Table 4.6.A presents the energy use of the proposed project.

**Table 4.6.A: Estimated Annual Energy Use of Existing and Proposed Project**

Land Use	Electricity Use (kWh/year)	Patrons Vehicles Gasoline (gallons/year)
Park Expansion	4,340	90,643

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA (November 2019).

kWh = kilowatt hours

Btu = British thermal units

sf = square feet

As shown in Table 4.6.A, proposed uses on the site would generate a total of 4,340 kWh of electricity per year based on CalEEMod model output for energy source (LSA 2019). In addition, the project would result in energy usage associated with motor vehicle gasoline to fuel project-related trips. The proposed project would result in an increase of 693 net new daily trips and would have an estimate annual vehicle miles travelled (VMT) of 1,994,135, based on CalEEMod model output for mobile source (LSA 2019). Using the 2015 fuel economy estimate of 22 miles per gallon (mpg), the proposed project would result in the consumption of approximately 90,643 gallons of gasoline per year<sup>17</sup>.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2017, California's in-state electric generation totaled 206,336 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 290,039 GWh.<sup>18</sup> Population growth is the primary source of increased energy consumption in the State; due to population projections, annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.<sup>19</sup> The project's net electricity usage would total less than 0.01 percent<sup>20</sup> of electricity generated in the State in 2017, which would not represent a substantial demand on available electricity resources.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.0 mpg in 2015.<sup>21</sup> Federal fuel economy standards have changed substantially since the Energy Independence and Security Act

<sup>17</sup> 1,994,135 VMT per year/22 mpg = 90,643 gallons of gasoline per year.

<sup>18</sup> California Energy Commission. Total System Electric Generation. Website: [https://www.energy.ca.gov/almanac/electricitydata/total\\_system\\_power.html](https://www.energy.ca.gov/almanac/electricitydata/total_system_power.html) (accessed November 2019).

<sup>19</sup> California Energy Commission. California Energy Demand 2018-2030 Revised Forecast. Website: [https://efiling.energy.ca.gov/URLRedirectPage.aspx?TN=TN222287\\_20180120T141708\\_The\\_California\\_Energy\\_Demand\\_20182030\\_Revised\\_Forecast.pdf](https://efiling.energy.ca.gov/URLRedirectPage.aspx?TN=TN222287_20180120T141708_The_California_Energy_Demand_20182030_Revised_Forecast.pdf) (accessed November 2019).

<sup>20</sup> Calculation: 0.29 GWh (proposed project) / 206,336 GWh (generated in State in 2017) = < 0.01 percent.

<sup>21</sup> U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: [https://www.bts.gov/archive/publications/national\\_transportation\\_statistics/table\\_04\\_23/](https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/) (accessed March 27, 2019).

was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.<sup>22</sup>

As stated previously, implementation of the proposed project would increase the project-related annual gasoline demand by 90,643 gallons. However, new automobiles purchased by patrons driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

In summary, construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Consumption of energy resources as a result of implementation of the proposed project would be comparable to other park developments in the City. Impacts would be less than significant, and no mitigation would be required.

**(b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less Than Significant Impact.**

The project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CalGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. Therefore, the proposed project would be consistent with applicable plans related to renewable energy and energy efficiency. Impacts would be less than significant and no mitigation is required.

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<sup>22</sup> U.S. Department of Energy. "Energy Independence & Security Act of 2007." Website: <https://www.afdc.energy.gov/laws/eisa> (accessed March 27, 2019).

#### 4.7 GEOLOGY AND SOILS

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis:

- (a) (i) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** The City, like the rest of Southern California, is located in a seismically active area. According to the City's General Plan Seismic Safety Element (1988), the

most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast. The nearest significant active fault to the project site is the Newport-Inglewood Fault, located approximately 3.5 miles from the site. However, the project site is not located within the boundaries of an active “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act, and there are no known active faults crossing the site.<sup>23</sup> Therefore, impacts related to the rupture of a known earthquake fault as depicted on the most recent Alquist-Priolo Earthquake Fault Zoning Map are anticipated to be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** Although the project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, the region has previously experienced seismic activity associated with the Newport-Inglewood Fault system, which traverses the southern portion of City at a northwest to southeast angle. In the event a major earthquake was to occur, the result could range from moderate to severe ground shaking. As with most areas in the Southern California region, damage to development and infrastructure associated with the surrounding areas could be expected as a result of ground shaking. However, because the proposed project includes park improvements and does not propose to develop the site with any buildings or habitable structures, impacts to the proposed park facilities from strong ground shaking are expected to be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** Liquefaction most commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions has the potential to result in a loss of shear strength and ground settlement, causing the soil to behave as a fluid for a short period of time.

According to the City’s General Plan Seismic Safety Element (1988), the project site is located within an area with a low liquefaction potential. The proposed project site is located on a closed landfill; recent studies on the project site and surrounding properties indicated that groundwater occurs on the project site at approximately 20 ft bgs.<sup>24</sup> Further, the site does not consist of sandy soils that would be subject to liquefaction. Because the proposed project includes park improvements and does not propose to develop the site with any buildings or habitable structures, impacts to the proposed park facilities from seismically induced liquefaction are expected to be less than significant. No mitigation is required.

<sup>23</sup> California Department of Conservation (DOC). CGS Information Warehouse: Regulatory Maps. Website: [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LONG\\_BEACH\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LONG_BEACH_EZRIM.pdf) (accessed October 31, 2019).

<sup>24</sup> California Department of Resources, Recycling, and Recovery (CalRecycle). 2010. *Site Investigation Report, Friendly Village Mobile Home Park, Portion of the Former Paramount Dump*. November 9, 2010.

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

**Less Than Significant Impact.** Landslides are most common where slopes are steep, soils are weak, and groundwater is present. The project site is not located within a potential landslide hazard area as indicated on the California Department of Conservation's (DOC) Landslide Zone Map.<sup>25</sup> According to the City's General Plan Seismic Safety Element (1988), the project site does not lie within an area with a high potential for landslides. In its existing condition the project site is generally flat, and soils would be imported to create an even grade for development of the park improvements. The proposed project does not require any significant grading activities, and no new slopes would be created. Therefore, impacts related to landslides would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.** In its existing condition, the project site is vacant and is characterized by a pervious surface and a publicly accessible walking trail that travels in a loop directly inside of the project site's boundary. During construction activities involving the import and export of soil, there would be an increased potential for soil erosion. During storm events, erosion and siltation could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as discussed in Section 4.10, Hydrology and Water Quality. However, since the project site is relatively flat, soil erosion can be controlled via implementation of standard erosion control practices. Furthermore, RCM-WQ-1 specifies project compliance with the Construction General Permit, SWPPP and/or Erosion and Sediment Control Plan (ESCP), which would implement erosion-control best management practices (BMPs) during construction. Additionally, although the project site would result in an increase of approximately 0.25 acre of impervious surface, these impervious surfaces are not prone to erosion and siltation. Erosion and siltation would be minimal in the proposed landscaped areas. In the undeveloped areas, erosion and siltation would be similar to the existing condition. Therefore, potential impacts due to soil erosion and loss of topsoil are anticipated to be less than significant with implementation of RCM-WQ-1.

**Mitigation Measures:** No mitigation is required. However, a regulatory compliance measure is a standard condition based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. RCM-WQ-1 (refer to Section 4.10, Hydrology and Water Quality) is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to receiving waters as a result of erosion.

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

**Less Than Significant Impact.** According to the City's General Plan Seismic Safety Element (1988), the project site does not lie within an area with a high potential for liquefaction or

<sup>25</sup> DOC. CGS Information Warehouse: Landslides. Website: <https://maps.conservation.ca.gov/cgs/informationwarehouse/> (accessed October 31, 2019).



landslides. In addition, the project site is relatively flat in its current condition, thereby further decreasing its susceptibility to impacts associated with landslides. However, due to the site's former use as a municipal landfill, the property has previously experienced differential settlement resulting from refuse decomposition and/or static and dynamic loading.<sup>26</sup> Although potential impacts related to lateral spreading and subsidence could occur, the proposed project does not include any buildings or habitable structures. Further, the proposed project would require the net import of 18,212 cubic yards of fill which will be compacted as recommended by the project engineer and in accordance with City Building Codes. Therefore, impacts associated with geological units or soils that are unstable are considered less than significant. No mitigation is required.

**(d) Would the project 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?**

**Less Than Significant Impact.** Expansive soils are characterized by their ability to undergo substantial volume changes (shrink or swell) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. The City's General Plan Seismic Safety Element (1988) identifies four predominant soil profiles within the City, referred to as Profiles A through D. The project site is located in Profile D, which is comprised of granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. Soils within Profile D also consist primarily of cohesionless sand and silt sands, but some cohesive soils such as clayey silt are also present within this profile. However, due to the site's former use as a municipal landfill, on-site soils largely consist of non-native soils that may have the potential for expansion. However, it is anticipated that project implementation would require the net import of 18,212 cubic yards of fill which will be compacted as recommended by the project engineer and in accordance with City Building Codes. Therefore, the potential for expansive soils on the project site is considered less than significant. No mitigation is required.

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

**No Impact.** The project will not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Further, the entire City is currently served by an existing sewer system, and therefore, has no need for septic tanks or other alternative wastewater systems. The proposed project would connect to existing public wastewater infrastructure. Therefore, the project would not result in any impacts related to septic tanks or alternative wastewater disposal methods. No mitigation is required.

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

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<sup>26</sup> City of Long Beach. 2003. Volume 1-Draft Environmental Impact Report (SCH: 2003041142), Proposed Neighborhood Park, September.



**Less Than Significant Impact.** The project site has previously been altered by past use of the site as a municipal landfill site and an industrial facility, which likely would have unearthed existing paleontological resources on the project site. Therefore, because the project site has been previously disturbed and because on-site soils are non-native, the proposed project would not result in the destruction of paleontological resources or unique geologic features. Therefore, potential impacts to paleontological resources would be less than significant based on the lack of paleontological sensitivity of the non-native on-site soils. No mitigation would be required.

**4.8 GREENHOUSE GAS EMISSIONS***Would the project:*

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

**Discussion:**

The following section is based on the greenhouse gas (GHG) modeling and analysis conducted by LSA (November 2019) (Appendix B).

The California Air Resources Board (CARB) adopted the State's strategy for achieving AB 32 targets in its Climate Change Scoping Plan (Scoping Plan) in 2008, with updates in 2017 - California Climate Change Scoping Plan. The City of Long Beach is developing the Climate Action and Adaptation Plan (CAAP). The CAAP is part of the City's General Plan and contains further guidance on the City's Greenhouse Gas (GHG) Inventory reduction goals, policies, guidelines, and implementation programs. In particular, the CAAP aims to reduce communitywide GHG emissions, and help the city adapt to future climate change impacts. As part of the CAAP, the City conducted a communitywide GHG inventory to identify its baseline emissions footprint, and is developing business-as-usual forecasts of emissions based on anticipated growth in population, employment, housing, and other factors in the community. In the next stages of the project, the City will establish GHG reduction targets and define local actions to achieve those targets.

The CAAP will provide a framework for creating or updating policies, programs, practices, and incentives for Long Beach residents and businesses to reduce the City's GHG footprint, and ensure the community and physical assets are better protected from the impacts of climate change. The policies, programs, practices, and incentives included in the CAAP will relate to the following:

- a. Public Health
- b. Water Supply
- c. Housing & Neighborhoods
- d. Coastal Resources
- e. Parks and Open Space
- f. Transportation
- g. Energy
- h. Wastewater/Stormwater

## Impact Analysis:

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

#### Less Than Significant Impact.

*State CEQA Guidelines* Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” Climate change is a global issue and is described in the context of the cumulative environment. Therefore, the project is considered in the context of multiple sectors and the combined efforts of many industries, including development.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD, under Option 1, is proposing a “bright-line” screening-level threshold of 3,000 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) per year for all land use types or, under Option 2, the following land-use-specific thresholds: 1,400 MT of CO<sub>2</sub>e for commercial projects, 3,500 MT of CO<sub>2</sub>e for residential projects, or 3,000 MT of CO<sub>2</sub>e for mixed-use projects. This bright-line threshold is based on a review of the Governor’s Office of Planning and Research database of CEQA projects. Projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions. For this park project, the appropriate threshold would be 1,400 MT of CO<sub>2</sub>e per year. If the project exceeds the 1,400 MT of CO<sub>2</sub>e per year threshold, then project GHG emissions would need to identify target options to reduce the GHG emissions.

This section evaluates potential significant impacts to GHG that could result from implementation of the proposed project. Construction and operation of project development would generate GHG emissions. Overall, the following activities associated with the proposed project could contribute directly or indirectly to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., carbon dioxide [CO<sub>2</sub>], methane [CH<sub>4</sub>], and nitrous oxide [N<sub>2</sub>O]). Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.
- **Electricity and Water Use:** Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California’s water conveyance system is energy-intensive. CalEEMod defaults were used to estimate these emissions from the project. . The

proposed project would install efficient irrigation systems in compliance with the modern water efficient landscape ordinance – City Municipal Code, Title 21 Zoning, Chapter 21.42 Landscaping Standards (City of Long Beach 2019).

- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH<sub>4</sub> from the anaerobic decomposition of organic materials. CH<sub>4</sub> is 25 times more potent a GHG than CO<sub>2</sub>. However, landfill CH<sub>4</sub> can also be a source of energy. In addition, many materials in landfills do not decompose fully and the carbon that remains is sequestered in the landfill and not released into the atmosphere. The proposed project would implement the statewide goal of meeting the 75 percent recycling program on-site by providing recycling bins throughout park.

GHG emissions associated with project construction would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with project-related new vehicular trips and stationary-source emissions (e.g., electricity usage for lighting). The calculations presented below includes construction emissions in terms of CO<sub>2</sub> and annual CO<sub>2</sub>e GHG emissions from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the proposed project. The following project activities were analyzed for their contribution to global CO<sub>2</sub>e emissions.

**Construction Emissions.** Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod Version 2016.3.2, which indicates the project's GHG emissions during the construction period (early 2020 through late 2021) would equal 234 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e). Table 4.8.A details the emissions estimates for the construction of the project.

As indicated in Table 4.8.A, project construction would result in total emissions of 803 MT of CO<sub>2</sub>e, which would be amortized to 27 MT of CO<sub>2</sub>e over 30 years.

**Table 4.8.A: Construction Greenhouse Gas Emissions**

Construction Phase	Greenhouse Gas Emissions, CO <sub>2</sub> e (MT/yr)
Site Preparation 2020	17.77
Grading 2020	238.61
Trenching 2020	7.91
Park Construction 2020	244.12
Park Construction 2021	268.38
Paving 2021	21.67
Architectural Coating 2021	4.73
<b>Total Project Emissions</b>	<b>803.19</b>
<b>Total Construction Emissions Amortized over 30 years</b>	<b>26.77</b>

Source: Compiled by LSA (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

CO<sub>2</sub>e = carbon dioxide equivalent

MT/yr = metric tons per year

**Operational Emissions.** The operational GHG emissions estimates were also calculated using CalEEMod. Activities such as electricity, water use, solid waste disposal, and motor vehicle use are expected to contribute directly and/or indirectly to the generation of GHG emissions from operation of the proposed project. Table 4.8.B details the emissions estimates for the operation of the project.

**Table 4.8.B: Operational Greenhouse Gas Emissions**

Source	Pollutant Emissions (MT/yr)					
	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Construction Emissions Amortized over 30 Years	0	26.63	26.63	<0.01	0	26.74
<b>Operational Emissions</b>						
Area	0	<0.01	<0.01	0	0	<0.01
Energy	0	1.04	1.04	<0.01	<0.01	1.05
Mobile	0	854.16	854.16	0.04	0	855.28
Waste	0.10	0	0.10	<0.01	0	0.24
Water	0	16.69	16.69	<0.01	<0.01	16.77
<b>Total Project Emissions</b>	<b>0.10</b>	<b>898.53</b>	<b>898.63</b>	<b>0.04</b>	<b>0</b>	<b>900.09</b>

Source: Compiled by LSA (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

Bio-CO<sub>2</sub> = biologically generated CO<sub>2</sub>

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

GHG = greenhouse gas

MT/yr = metric tons per year

N<sub>2</sub>O = nitrous oxide

NBio-CO<sub>2</sub> = non-biologically generated CO<sub>2</sub>

As indicated in Table 4.8.B, project operations would result average annual emissions of 900 MT of CO<sub>2</sub>e per year. The GHG threshold of 1,400 MT of CO<sub>2</sub>e per year is used for the proposed project. The CO<sub>2</sub>e emissions from construction and operation of the project would not exceed this threshold. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly or cumulatively, that may have a significant impact on the environment would be less than significant. No mitigation is required.

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

**Less Than Significant Impact.**

The CARB, a part of the California Environmental Protection Agency (Cal/EPA) is responsible for the coordination and administration of both federal and State air pollution control and climate change programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment.

The proposed project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of Best Available Control Measures (BACMs) is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term (operational) project emissions typically include emissions from use of consumer products, energy and water usage, and emissions from vehicle use and the generation/disposal of solid waste. The project site is not proposed for continuous occupation.

As stated previously, the proposed project is required to comply with SCAQMD Rules 402 and 403; and Title 13, Section 2449, of the CCR; and CalRecycle/Green Building Program regulations, as specified in RCM-AQ-1 and RCM-AQ-2 in Section 4.3, Air Quality. Through compliance with

BACMs as part of applicable regulatory policies designed to reduce emissions, the proposed project's estimated GHG emissions (900 MT of CO<sub>2</sub>e per year would be less than the SCAQMD Tier 3 threshold of 1,400 MT of CO<sub>2</sub>e per year, as detailed in Table 4.8.B) would support a more sustainable community in accordance with the State's strategy for achieving AB 32 targets in its Climate Change Scoping Plan. Therefore, the proposed project will not generate greenhouse gas emissions that will have a significant impact on the environment, nor will the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Associated impacts will be less than significant, and no mitigation is required.

**4.9 HAZARDS AND HAZARDOUS MATERIALS***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive,



flammable, reactive, and an irritant or strong sensitizer.<sup>27</sup> Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency (EPA) “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Construction of the proposed project would involve the use of limited amounts of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, as discussed in RCM-HAZ-1, below, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the United States EPA, and the Occupational Safety and Health Administration (OSHA). Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Further, during construction the landfill liner would not be punctured, and therefore, would not result in the release of hazardous substances or gases.

Project operation would involve the use of common hazardous maintenance and landscape materials typically associated with park uses (i.e., fertilizers, pesticides, and herbicides, cleaning solutions, etc.) that could be potentially hazardous if handled improperly or ingested. However, these products are not considered acutely hazardous and are not generally considered unsafe. All storage, handling, and disposal of hazardous materials during project construction and operation would comply with applicable standards and regulations. In addition, the proposed park use would not generate significant amounts of any hazardous materials. Due to the site’s prior use as a landfill, and as required in the closure documents, the proposed project would include a methane venting system to monitor the potential for off-site migration of landfill gases and to provide safe venting of low-level methane emissions. A similar system is currently being employed at the adjacent existing Davenport Park property. However, methane venting would not result in the release of hazardous materials. Therefore, the proposed project would have a less than significant impact associated with the routine transport, use, or disposal of hazardous materials.

The Long Beach Certified Unified Program Agency (Unified Program) is the administering agency for the chemical inventory and business emergency plan regulations for the City. The Unified Program combines both the Long Beach Fire Department (LBFD) and the Health Department into one primary agency responsible for hazardous materials management in the City. The Long Beach Unified Program makes information regarding the appropriate handling, storage, and disposal of all hazardous chemical waste generated in the City publicly available to all residents

<sup>27</sup> A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor 2017. Occupational Safety and Health Administration (OSHA), Appendix A to Sections 1910.1200—Health Hazard Criteria, Section A.4, Respiratory or Skin Sensitization. Website: <https://www.osha.gov/dsg/hazcom/hazcom-appendix-a.html> [accessed August 17, 2018]).

of the City. Because these resources are available to anyone in the City, it is reasonable to conclude that workers on the site would use such programs to properly dispose of hazardous waste.

For the reasons stated above, impacts associated with the disposal of hazardous materials and/or the potential release of hazardous materials that could occur with the implementation of the proposed project are considered less than significant. Incorporation of RCM-HAZ-1 would further reduce impacts to a less than significant level. No mitigation is required.

**Mitigation Measures:** No mitigation is required. However, the following regulatory compliance measure is a standard condition based on State and federal regulations or laws that serve to reduce impacts related to hazards and hazardous materials. This regulatory compliance measure is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts related to hazardous materials.

**Regulatory Compliance Measure:**

**RCM-HAZ-1      Handling of Hazardous Materials.** All materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the United States Environmental Protection Agency (EPA), and the Occupational Safety and Health Administration (OSHA).

**(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact.** The proposed project would include the construction and operation of a park use. As previously discussed in Response 4.9(a), above, construction of the proposed project would involve the use of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. During project construction, the landfill liner would not be punctured, and therefore, would not result in the release of hazardous substances or gases. Project operation is anticipated to involve limited use of hazardous materials typical of park uses, such as pesticides and other landscaping materials. All storage, handling, and disposal of hazardous materials during project construction and operation would be in compliance with applicable standards and regulations established by the DTSC, the United States EPA, and OSHA (refer to RCM-HAZ-1). Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As stated previously, the proposed project would include a methane venting system to monitor the potential for off-site migration of landfill gases and to provide safe venting of low-level methane emissions. However, methane venting would not result in the release of hazardous materials. Therefore, the proposed project would not result in a significant hazard to the public or the environment through a reasonably foreseeable upset or accident condition related to the release of hazardous materials. No mitigation is required.

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

**No Impact.** The proposed project would result in the development of a new community park. Saint Pancratius School is the closest school to the project site, located approximately 0.4 mile northeast of the project site at 3601 Saint Pancratius Place in the City of Lakewood. As discussed in Response 4.9(a), above, the proposed project would not result in a significant hazard affecting the public during project construction and operation. During project construction, the landfill liner would not be punctured, and therefore, would not result in the release of hazardous substances or gases. As stated previously, the proposed project would include a methane venting system to monitor the potential for off-site migration of landfill gases and to provide safe venting of low-level methane emissions. However, methane venting would not result in the release of hazardous materials. Furthermore, the proposed project would not result in significant impacts associated with hazardous materials because all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations established by the DTSC, the United States EPA, and OSHA (refer to RCM-HAZ-1). Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Further, the proposed project would comply with recommendations outlined in the PCLUP (SWT Engineering) (Appendix A). Overall, there would be no project-related impacts because there are no schools within 0.25 mile of the project site. Therefore, the proposed project does not involve activities that would result in the emission of hazardous materials or acutely hazardous substances within 0.25 mile of an existing or proposed school. No mitigation is required.

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

**No Impact.** According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site.<sup>28</sup> Although the project site was previously operated as a landfill, the Paramount Dump did not accept hazardous wastes. The Paramount Dump was closed and a PCLUP for the site was approved by the County of Los Angeles Department of Health Services (DHS), the LARWQCB, the (AQMD, and the CIWMB. The proposed park project would be implemented in full compliance with the PCLUP. Therefore, implementation of the proposed project would not result in an impact related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment. No mitigation would be required.

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

<sup>28</sup> California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: [https://www.envirostor.dtsc.ca.gov/public/map/?global\\_id=19970011](https://www.envirostor.dtsc.ca.gov/public/map/?global_id=19970011) (accessed October 31, 2019).

**No Impact.** The project site is approximately 2 miles north of Long Beach Municipal Airport (LGB), which is the nearest airport to the project site. As previously stated, the proposed project would include the construction and operation of a park use. No buildings or habitable structures are proposed as part of the project. As such, project implementation would not result in potential safety hazards associated with airport traffic for people visiting the project site. Further, the project site does not fall within the Long Beach Airport Influence Area.<sup>29</sup> Therefore, no hazardous impacts related to the site's proximity to the airport facility or any airport land use plan would occur. No mitigation is required.

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

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

The proposed project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. During short-term construction activities, the proposed project is not anticipated to result in any substantial traffic queuing on nearby streets, and all construction equipment would be staged within or directly adjacent to the project site on the adjacent Davenport Park. Therefore, impacts related to emergency response and evacuation plans associated with construction of the proposed project would be less than significant. No mitigation is required.

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

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<sup>29</sup> Los Angeles County Airport Land Use Commission. Airport Influence Area, Long Beach Airport. Website: [http://planning.lacounty.gov/assets/upl/project/aluc\\_airport-long-beach.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf) (accessed October 31, 2019).

**(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. The project site is located in an urbanized area where wildfire is not considered a likely risk to people or structures. In addition, the project site and the surrounding areas do not include brush- and grass-covered areas typically found in areas susceptible to wildfires. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death from wildland fires. No mitigation is required. For further discussion related to wildfires, refer to Section 4.20, Wildfire, of this IS/MND.

**4.10 HYDROLOGY AND WATER QUALITY***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in a substantial erosion or siltation on- or off-site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** Pollutants of concern during project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants such as chemicals, liquid and petroleum products (e.g.,

paints, solvents, and fuels), and concrete-related waste could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters. Any of these pollutants has the potential to be transported via stormwater runoff into receiving waters (i.e., the Pacific Ocean).

Construction activities associated with the proposed project would disturb approximately 6 acres of soil. Projects that disturb greater than 1 acre of soil are required to comply with the State Water Resources Control Board's (SWRCB) NPDES permit *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). The Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs during construction activities. As specified in RCM-WQ-1, the proposed project would obtain coverage under the Construction General Permit. In compliance with the Construction General Permit, a SWPPP would be prepared for the project and construction BMPs implemented to target pollutants of concern. Additionally, the project would be required to prepare an Erosion and Sediment Control Plan (ESCP) which includes elements of a SWPPP in compliance with the Los Angeles Regional Water Quality Control Board (LARWQCB) *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges from the City of Long Beach* (Order No. R4-2014-0024, NPDES No. CAS004003, as amended by Order No. R4-2014-0024-A01) (City of Long Beach MS4 Permit). According to the City of Long Beach MS4 Permit, SWPPPs prepared in accordance with the requirements of the Construction General Permit can be accepted as ESCPs. Therefore, in compliance with the Construction General Permit and the City of Long Beach MS4 Permit, a SWPPP would be prepared and construction BMPs implemented during construction activities, as specified in RCM-WQ-1. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Implementation of RCM-WQ-1 would ensure construction impacts related to WDRs, water quality standards, and surface water quality would be less than significant.

Although the City's Seismic Element indicates that groundwater occurs at approximately 40 ft below ground surface (bgs), recent studies on the project site and surrounding properties indicated that groundwater occurs on the project site at approximately 20 ft bgs.<sup>30</sup> As stated previously, the proposed project would include grading activities on the project site; however, these grading activities would not extend to the depth at which groundwater would occur due to the presence of subterranean debris material associated with the site's former use as a municipal landfill, and because the landfill liner cannot be disturbed. As the proposed project will not involve major excavation of any substantial depth, excavation activities would not have the potential to encounter groundwater and groundwater dewatering would not be required during construction. Therefore, construction activities do not have the potential to directly impact groundwater quality.

<sup>30</sup> California Department of Resources, Recycling, and Recovery (CalRecycle). 2010. *Site Investigation Report, Friendly Village Mobile Home Park, Portion of the Former Paramount Dump*. November 9, 2010.



The project includes construction of a sports field, bleachers on each side of the sports field, future fitness equipment pads, a future skate park, a shaded gathering area, walking paths, and 31 parking spaces. Pollutants of concern during operation of the proposed project could include suspended solids/sediment, nutrients, pesticides, trash and debris, oil and grease, and metals. The proposed project would result in an increase in impervious surface acreage of approximately 10,671 sf (0.25 acre) on the project site following project implementation. An increase in impervious surface area would expand the volume of runoff during a storm, which would increase the amount of pollutants discharged into downstream receiving waters. In addition, there is a potential for increased erosion due to increased runoff that could increase solids/sediment in stormwater runoff. Visitors to the site would be a potential source of trash and debris. Landscaping included as part of the project would capture and aid with treatment of stormwater runoff from the increased impervious surface areas, but could also be a potential source of nutrients and pesticides. Any additional vehicles utilizing the parking area could be a source of oil, grease, and metals.

The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003. Pursuant to the requirements of City of Long Beach MS4 Permit, the proposed project qualifies as a “New Development Project or Redevelopment Project.” New Development Projects that disturb greater than 1 acre and increase impervious surface area by more than 10,000 sf (approximately 0.23 acre) and Redevelopment Projects that create, add, or replace 5,000 sf (approximately 0.115 acre) are required to implement post-construction controls to mitigate stormwater pollution and prepare a Low Impact Development Plan or equivalent, in compliance with the *City of Long Beach Low Impact Development (LID) Best Management Practices (BMP) Design Manual* (February 2013; revised December 2013), as outlined in the City of Long Beach Municipal Code Chapter 18.74, Low Impact Development Standards. The proposed BMPs would capture, infiltrate, and treat stormwater runoff to remove pollutants of concern. As specified in RCM-WQ-2, a Final LID Plan will be prepared prior to the issuance of grading permits. With implementation of RCM-WQ-2, operational surface water quality impacts would be less than significant.

The LARWQCB has issued Waste Discharge Requirements Order R4-2004-0157 and General Monitoring and Reporting Program CI-8372 to the City for the Paramount Landfill property, which includes the project site. As part of the City’s compliance with these orders, the City has conducted period groundwater monitoring on the project site. Following project implementation, the City would continue to comply with these orders, would implement BMPs related to water quality and runoff, and would comply with applicable provisions of the City’s Municipal Code Chapter 18.95 (NPDES Permit and Standard Urban Storm Water Mitigation Plan [SUSMP] requirements). Furthermore, with implementation of RCM-WQ-1 and RCM-WQ-2, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant, and no mitigation is required.

**Mitigation Measures:** No mitigation is required. However, the following regulatory compliance measures are standard conditions based on local, State, and federal regulations or laws that



serve to reduce impacts related to hydrology and water quality. These regulatory compliance measures are applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to receiving waters.

#### **Regulatory Compliance Measures:**

##### **RCM-WQ-1**

**Construction General Permit.** Prior to issuance of a grading permit, the City of Long Beach (City) Development Services Director, or designee, shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System [NPDES] No. CAS000002) (Construction General Permit) if the disturbed soil area during construction exceeds 1 acre. This shall include submission of Permit Registration Documents, including a Notice of Intent for coverage under the permit to the State Water Resources Control Board (SWRCB). The Construction Contractor shall ensure that a Storm Water Pollution Prevention Plan (SWPPP) is prepared and implemented for the project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The SWPPP shall serve as the project Erosion and Sediment Control Plan (ESCP), in compliance with the City of Long Beach MS4 Permit (Order No. R4-2014-0024, NPDES No. CAS004003, as amended by Order No. R4-2014-0024-A01). If it is determined during final design that the disturbed soil area would be less than 1 acre, the project would be exempt from coverage under the Construction General Permit and the project would be exempt from coverage under the Construction General Permit and the above requirements would not be applicable.

##### **RCM-WQ-2**

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

**(b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

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

Although the City's Seismic Element indicates that groundwater occurs at approximately 40 ft bgs, recent studies on the project site and surrounding properties indicated that groundwater occurs on the project site at approximately 20 ft bgs.<sup>31</sup> As stated previously, the proposed project would include grading activities on the project site; however, these grading activities would not extend to the depth at which groundwater would occur due to the presence of subterranean debris material associated with the site's former use as a municipal landfill, and because the landfill liner cannot be disturbed. As such, grading activities would not result in impacts to groundwater supplies or interfere with groundwater recharge.

Although the proposed project would result in an increase in impervious area on the project site following project implementation (0.25 acre), infiltration would not be significantly impacted as the previous landfill is covered with a liner as part of the landfill closure requirements in order to contain the subterranean debris and gasses. In addition, operation of the project would not require groundwater extraction. Although development of the proposed project would result in increased water demand for landscaping activities, the project site would not significantly lower the groundwater table due to the fact that the proposed project would rely on the Long Beach Water District (LBWD) for water supply. Although the LBWD does rely partially on groundwater, the project site has been previously served during its prior use as an industrial use. The local water agencies are responsible for managing the groundwater resources and have developed the LARWQCB Basin Plan to prevent overdraft from use of groundwater for water supply. Therefore, the proposed project would result in a less than significant impact related to depletion of groundwater supplies or interference with groundwater recharge, and no mitigation would be required.

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

**Less Than Significant Impact.**

**Construction.** Although there are no streams or rivers on the project site, excavated soil would be exposed and disturbed and drainage patterns would be temporarily altered during grading

<sup>31</sup> CalRecycle. 2010. *Site Investigation Report, Friendly Village Mobile Home Park, Portion of the Former Paramount Dump*. November 9, 2010.

and other construction activities. However, any soil excavation and modifications to the project site during construction would be minimal. Additionally, during a storm event, soil erosion could occur at an accelerated rate. Therefore, there would be an increased potential for soil erosion and the transport of sediment downstream compared with existing conditions. As discussed in Response 4.10(a) above and specified in RCM-WQ-1, the Construction General Permit and City of Long Beach MS4 Permit require preparation of a SWPPP and/or ESCP and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion, and siltation. With implementation of the construction BMPs as indicated in RCM-WQ-1, construction impacts related to on- or off-site erosion or siltation would be less than significant. No mitigation is required.

**Operation.** Currently, the project site is undeveloped and consists of primarily pervious surfaces. Development of the project would increase impervious surface area on the project site to a total of approximately 0.25 acre, which would increase stormwater runoff. However, impervious surface areas associated with the development of the project site (such as walkways, future fitness station pads, and a future skate park) are not prone to erosion or siltation. Erosion and siltation would be minimal in the proposed landscaped areas. In the undeveloped areas, erosion and siltation would be similar to the existing condition. Therefore, impacts related to on-site erosion or siltation would be less than significant, and no mitigation is required.

Similarly to the existing portion of Davenport Park to the east, run-off from the proposed project would sheet flow to an existing off-site storm drain system along Paramount Boulevard. Although stormwater runoff would eventually be discharged to receiving waters via the existing storm drain system, there is minimal potential for downstream erosion or siltation to occur because the receiving waters are not subject to hydromodification.<sup>32</sup> Therefore, with implementation of RCM-WQ-1, a less than significant impact related to off-site erosion or siltation would occur, and no mitigation is required.

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

**Less Than Significant with Mitigation Incorporated.** Currently, the project site is undeveloped and consists of primarily pervious surfaces. As stated in Response 4.10(c)(i) above, development of the proposed project would increase impervious surface area by approximately 0.25 acre, which would increase stormwater runoff and could potentially result in flooding. However, the project would drain to existing catch basins on the southwestern corner of the project site, which would capture stormwater runoff. Additionally, LID BMPs would be specified in the Final LID Plan, as stated in RCM-WQ-2.

<sup>32</sup> Hydromodification is defined as hydrologic changes resulting from increased runoff from increases in impervious surfaces. Hydromodification impacts can include changes in downstream erosion and sedimentation.

In addition, as specified in MM-WQ-1, a Final Hydrology Study would be prepared based on final project plans and would be approved by the City. The Hydrology Study would confirm that sufficient capacity in the downstream drain systems is available to accommodate any increase in storm runoff from the project site.

The proposed drainage facilities and LID BMPs needed to accommodate stormwater runoff would also be appropriately sized so that on-site flooding would not occur. Finally, the proposed project would not alter the course of a stream or river. With implementation of RCM-WQ-2 and MM-WQ-1, impacts related to on- or off-site flooding from an increase in surface runoff would be less than significant.

**Mitigation Measure:** The following mitigation measure is applicable to the proposed project and shall be incorporated to ensure that the project impacts to hydrology and flooding remain less than significant.

**MM-WQ-1 Final Hydrology and Hydraulic Analysis.** The City of Long Beach shall submit a Final Hydrology Study to the City of Long Beach Public Works Department, or designee, for review and approval prior to issuance of grading and building permits. The Final Hydrology Study shall demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff, such that on-site and off-site drainage facility capacity would not be exceeded during a design storm.

- (c) (iii) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant with Mitigation Incorporated.** As discussed in Response 4.10(a), pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as specified in RCM-WQ-1, the proposed project would be required to comply with the requirements set forth by the Construction General Permit and SWPPP, which would specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Operation of the proposed project has the potential to introduce pollutants to the storm drain system from the proposed on-site uses. As discussed in Response 4.10(a), expected pollutants of concern from long-term operations include could include suspended solids/sediment, nutrients, pesticides, trash and debris, oil and grease, and metals. As required by RCM-WQ-2, the Final LID Plan would require implementation of operational BMPs to reduce pollutants of concern in

stormwater runoff. With implementation of operational BMPs, no substantial additional sources of polluted runoff would be discharged to the storm drain system.

Development of the proposed project would increase impervious surface area on the project site to a total of approximately 0.25 acre, which would increase stormwater runoff generated during project operation. As stated previously, stormwater runoff on the project site would sheet flow to the existing catch basins on-site, which connect to the existing storm drain system on Paramount Boulevard. As specified in MM-WQ-1 the Final Hydrology Study shall demonstrate that the on-site drainage facilities are designed and adequately sized to convey and reduce runoff, such that on-site and off-site drainage facility capacity would not be exceeded during a design storm. With implementation of MM-WQ-1, the proposed project would not result in an exceedance of planned or existing stormwater drainage systems.

For the reasons discussed above, with adherence to RCM-WQ-1, RCM-WQ-2, and MM-WQ-1, project impacts associated with the introduction of substantial sources of polluted runoff or additional runoff would be less than significant and would not result in an exceedance in capacity of existing or planned stormwater drainage systems.

**(c) (iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?**

**Less Than Significant Impact.** According to the Federal Emergency Management Act (FEMA) Flood Insurance Rate Map Act (FIRM) No. 06037C1960F (September 26, 2008) and the City of Long Beach Federal Emergency Management Agency (FEMA) Flood Zones map, the project site is located within the shaded Zone X. A shaded Flood Zone X designation encompasses areas with a moderate chance of flood as it includes areas with a 0.2 percent annual chance of flood (500-year), areas with a 1 percent annual chance of flood (100-year) with average depths of less than 1 ft or with drainage areas less than 1 square mile, and areas protected from levees from 1 percent annual chance of flood. Although the project site is located within an area with a moderate chance of flooding, the project proposes to develop the project site with new park uses and does not include the development of any buildings or habitable structures which would impede or redirect flood flows. Therefore, a less than significant impact would occur related to impeding or redirecting flood flows, and no mitigation would be required.

**(d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less Than Significant Impact.**

**Flood Hazard.** As previously stated, the project site is located in an area that is designated by FEMA as having a moderate potential for flooding. However, according to the City's General Plan Public Safety Element,<sup>33</sup> the project site is not located within an area subject to potential flooding. Therefore, impacts related to release of pollutants in the event of inundation from

<sup>33</sup> Long Beach Planning Department. 1975. Long Beach General Plan Public Safety Element. May.

flooding as a result of the failure of a levee or dam would be less than significant. No mitigation is required.

**Tsunami.** Tsunamis are ocean waves generated by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. Tsunamis can have wavelengths of up to 120 miles and travel as fast as 500 miles per hour across hundreds of miles of deep ocean. Upon reaching shallow coastal waters, the waves can reach up to 50 ft in height, causing great devastation to near-shore structures. The project site is located approximately 6.5 miles from the Pacific Ocean shoreline. In addition, according to the Tsunami Inundation Map for Emergency Planning for the Long Beach Quadrangle,<sup>34</sup> the project site is not located within in area subject to potential risks associated with a tsunami. Therefore, the project site is not subject to inundation from tsunamis, and there is no risk of release of pollutants due to inundation from tsunami. No mitigation is required.

**Seiche Zones.** Seiching occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. Because there are no large lakes, reservoirs, or other water retention facilities in the vicinity of the project site, the project site is not at risk of inundation from seiche. Therefore, the project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from seiche. No mitigation is required.

**(e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** The project is within the jurisdiction of the LARWQCB. The LARWQCB adopted a Water Quality Control Plan (i.e., Basin Plan) (1994, with amendments on or effective before 2019), which designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below, the project would comply with the applicable NPDES permits and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

As discussed in Response 4.10(a), during construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters. As specified in RCM-WQ-1, the proposed project would be required to comply with the requirements set forth by the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants.

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<sup>34</sup> California Emergency Management Agency (CalEMA) et al. 2009. Tsunami Inundation Map for Emergency Planning Long Beach Quadrangle. March.

As discussed in Response 4.10(a), the primary pollutants of concern during project operations are suspended solids/sediment, nutrients, pesticides, trash and debris, oil and grease, and metals. As discussed in RCM-WQ-2, a Final LID Plan would be prepared for the project in compliance with the City of Long Beach MS4 Permit and the City Municipal Code. The Final LID Plan will detail the Site Design/LID, Source Control, and/or Treatment Control BMPs that would be implemented to treat stormwater runoff and reduce impacts to water quality during operation. The proposed BMPs would capture and treat stormwater runoff and reduce pollutants of concern in stormwater runoff.

The proposed project would comply with the applicable NPDES permit, which requires preparation of a SWPPP, preparation of a Final LID Plan, and implementation of construction and operational BMPs to reduce pollutants of concern in stormwater runoff. As such, the project would not result in water quality impacts that would conflict with LARWQCB's Basin Plan. Impacts related to conflict with a water quality control plan would be less than significant and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. The project site is located within the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. The Central Subbasin is identified by the Department of Water Resources (DWR) as a very low-priority basin;<sup>35</sup> therefore, development of a Groundwater Sustainability Plan is not required. Because there is not an adopted Groundwater Sustainability Plan applicable to the groundwater basin within the project area, the project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. As discussed in Responses 4.10(a) and 4.10(b), the proposed project would result in a less than significant impact to groundwater quality, the interference with groundwater recharge, or decrease in groundwater supplies with implementation of RCM-WQ-1 and RCM-WQ-2. Therefore, with implementation of RCM-WQ-1 and RCM-WQ-2, a less than significant impact would occur related to conflict with or obstruction of water quality control plans or sustainable groundwater management plans, and no mitigation is required.

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<sup>35</sup> California Department of Water Resources (DWR). SGMA Basin Prioritization Dashboard, Groundwater Basins 2019. Website: <https://gis.water.ca.gov/app/bp-dashboard/p2/> (accessed October 30, 2019).



**4.11 LAND USE PLANNING***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:****(a) Would the project physically divide an established community?**

**No Impact.** The project site is located within an urbanized area of the City. The proposed project site is currently vacant and was formerly utilized as a municipal landfill and an industrial facility. Surrounding uses in the immediate project area primarily include residential uses, with some nearby industrial and commercial uses. The project site is bordered on the north by a single-family residential neighborhood and industrial storage tanks, on the east by the existing Davenport Park, on the south by the Friendly Village Mobile Home Park, and on the west by mixed-density residential uses across North Paramount Boulevard.

The proposed project would develop the currently vacant project site with a new park use that would be compatible with the existing Davenport Park east of the project site and residential land uses in the project vicinity. Although there are residential uses located within the vicinity of the project site, none of these homes or neighborhoods would be divided by project development. In addition, implementation of the proposed project would not disturb or alter access to any existing adjacent uses. Therefore, the proposed project would not physically divide an established community, and no mitigation is required.

**(b) Would the project 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?**

**Less Than Significant Impact.** The proposed project is not located within a historic district, the City's Coastal Zone, or within a specific plan area. As such, the main documents regulating land use for the project site and immediate vicinity are the City General Plan and the City Zoning Code. The proposed project's relationship to these planning documents is described below.

**General Plan.** The City's General Plan is the principal land use document guiding development within the City. The City's General Plan is a comprehensive plan that establishes goals, objectives, and policies intended to guide growth and development in the City. The City's General Plan also serves as a blueprint for development throughout the community and is the



vehicle through which the community needs, desires, and aspirations are balanced. The City's General Plan is the fundamental tool for influencing the quality of life in the City.

At the heart of the General Plan is the Land Use Element (LUE) (adopted in 1989, revised in 1997 and 2019). The LUE establishes land use districts and develops a long-term land use vision for these land use districts throughout the City. The LUE also includes goals and policies for each land use district and implements them through implementation strategies. Although there is a LUE update in progress (described further below), the following discussion is applicable to the project until any changes to the LUE are formally adopted by the City.

The project site is designated LUD No. 1, Single-Family District, on the City's General Plan Land Use Map. The LUD No. 1, Single-Family District, allows for single-family residential uses (including mobile homes) at a maximum density of one dwelling unit per lot (or seven units per acre) and neighborhood-serving retail uses. The proposed project is a recreational/park use that includes a sports field, skate park, shaded picnic/gathering area, walking paths, passive open space, and parking, which would be consistent with residential land uses. Consequently, the proposed project would be consistent with the General Plan, and impacts would be considered less than significant. No mitigation is required.

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

The proposed LUE designates the project site as within the North Long Beach Community Plan Area. This Community Plan Area primarily allows for the development of low- to moderate-density housing, open space, community commercial, industrial, and neo-industrial uses. The project site is within the proposed Open Space PlaceType, which encourages various forms of open space and limited commercial recreation uses that complement existing recreation facilities. The proposed project would be consistent with the proposed Open Space PlaceType and applicable goals, policies, and implementation strategies regulating land use on the project site under the proposed 2040 General Plan LUE. Therefore, no land use conflict would occur with the proposed General Plan LUE.

**Zoning Code.** The City's Zoning Code is the primary implementation tool for the LUE and goals and policies contained therein. The City's Zoning Map indicates the general location and extent of future development in the City. The City's Zoning Ordinance, which includes the Zoning Map, describes and elaborates on the Zoning Map and contains more specific information related to permitted land uses, building intensities, and development standards. Therefore, the Zoning Map must be consistent with the General Plan Land Use Map.

The project site is zoned as Park (P) district on the City's Zoning Map. The P zoning district allows for the preservation of publicly owned natural and open space area for active and passive public use for recreational, cultural, and community service activities. The proposed project is a recreational/park use that includes a sports field, skate park, shaded picnic/gathering area, walking paths, passive open space, and parking spaces, which would be consistent with the P zoning district on the project site.

**Parking Requirements.** The project site currently has a parking supply of 53 spaces. The proposed project would expand the existing Davenport Park to a total of 11.5 acres, including a sports field, skate park, shaded picnic/gathering area, walking paths, passive open space, and parking. Based on parking standards from the City's Municipal Code, 11.5 acres of park space would require 23 parking spaces (2 parking spaces per acre of passive park use). Although the sports field may be used for soccer games and other spectator sports, no organized league play, such as AYSO, is anticipated. Construction of the proposed project would add an additional 31 parking spaces along the south side of East 55<sup>th</sup> Way. Although 11 spaces in the existing parking lot adjacent to the site will be reconfigured as a school bus drop-off area, the remaining total of 73 spaces would still exceed the parking requirements for the proposed project. As such, the proposed project would provide sufficient parking according to standards set forth in the City's Municipal Code, and impacts would be less than significant. No mitigation is required.

**Summary.** As the proposed project is consistent with the use of the existing General Plan land use designation, would be consistent with the proposed LUE, and is consistent with the existing zoning code, impacts to a conflict with a land use plan, policy, or regulation would be less than significant. No mitigation is required.

## 4.12 MINERAL RESOURCES

*Would the project:*

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

### Impact Analysis:

#### (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

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

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

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

The project site has been classified by the California Department of Mines and Geology (CDMG) as MRZ-1, indicating that the project site is in an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little

likelihood exists for their presence.<sup>36</sup> While the project site is located in MRZ-1, there are no known mineral resources on the project site, nor is the project site designated or zoned for the extraction of mineral deposits.

According to the City's General Plan Conservation Element (1973),<sup>37</sup> the primary mineral resources within the City have historically been oil and natural gas. However, over the last century, oil and natural gas extractions have been diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale compared to past levels.

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

**(b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

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

<sup>36</sup> California Division of Mines and Geology. Mineral Land Classification Map. Long Beach Quadrangle, Special Report 143, Plate 4.21. Website: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartIV/Plate\\_4-21.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/Plate_4-21.pdf) (accessed August 14, 2018).

<sup>37</sup> City of Long Beach Engineering Department. 1973. City of Long Beach General Plan Conservation Element. April 30.

### 4.13 NOISE

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

The following section is based on noise modeling and analysis conducted by LSA (November 2019) for the proposed project. The discussion and analysis provided in this section describes the potential short-term construction noise and vibration impacts associated with the proposed project, as well as long-term operational noise impacts.

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

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

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

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

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

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

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

The base metric for assessing noise level impacts is the equivalent continuous sound level ( $L_{eq}$ ) which calculates the total sound energy of time-varying noise over a sample period. For stationary sources that operate intermittently within an hour, percentile noise levels are used for enforcement purposes. For example, the  $L_{10}$  noise level represents the noise level exceeded 10 percent of the time during a stated period. The  $L_{50}$  noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The  $L_{90}$  noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the  $L_{eq}$  and  $L_{50}$  are approximately the same. Should a source operate for a period of less than one minute or creates impact noise the maximum instantaneous noise level ( $L_{max}$ ), which is the highest exponential time-averaged sound level that occurs during a stated time period, is utilized. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by  $L_{max}$ , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise as well as the appropriate percentile noise level criteria.

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

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

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

**Applicable Noise and Vibration Standards.** The applicable noise standards governing the project site are the criteria in the City's Noise Ordinance. Typically, compliance with the City's Municipal Code is used to determine when a project results in a significant impact.

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

- A. Weekdays and Federal Holidays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this section, a federal holiday shall be considered a weekday.



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

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

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

Sections 8.80.150 through 8.80.170 of the City's Municipal Code provide exterior and interior noise standards which are presented in Tables 4.13.A, Exterior Noise Limits,  $L_n$  (dBA), and 4.13.B, Interior Sound Levels  $L_n$  (dBA), respectively, for various land uses. For exterior noise limits, the  $L_{50}$  criterion, which represents all sources operating for a period of 30 minutes to an hour as well as the  $L_{25}$ ,  $L_8$ ,  $L_2$ , and  $L_{max}$  criteria are presented. For interior noise impact assessment, the  $L_8$ ,  $L_2$ , and  $L_{max}$  criteria are utilized. In the event that alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the standard limits set forth in the tables below shall be reduced by 5 decibels.



**Table 4.13.A: Exterior Noise Limits,  $L_N$  (dBA)**

Receiving Land Use	Time Period	$L_{50}$	$L_{25}$	$L_8$	$L_2$	$L_{max}$
Residential (District One)	Night: 10:00 PM–7:00 AM	45	50	55	60	65
	Day: 7:00 AM–10:00 PM	50	55	60	65	70
Commercial (District Two)	Night: 10:00 PM–7:00 AM	55	60	65	70	75
	Day: 7:00 AM–10:00 PM	60	65	70	75	80
Industrial (District Three)	Anytime <sup>1</sup>	65	70	75	80	85
Industrial (District Four)	Anytime <sup>1</sup>	70	75	80	85	90

Source: City of Long Beach Municipal Code.

<sup>1</sup> For use at boundaries rather than for noise control within industrial districts.

dBA = A-weighted decibels

$L_{max}$  = maximum sound level

$L_N$  = percentile noise exceedance level

$L_{50}$  = noise level representing the median noise level; half the time, the noise level exceeds this level, and half the time, it is less than this level

$L_{25}$  = the noise level exceeded 25 percent of the time during a stated period

$L_8$  = the noise level exceeded 8 percent of the time during a stated period

$L_2$  = the noise level exceeded 2 percent of the time during a stated period

**Table 4.13.B: Interior Sound Levels,  $L_N$  (dBA)**

Receiving Land Use	Time Interval	$L_8$	$L_2$	$L_{max}$
Residential	10:00 PM–7:00 AM	35	40	45
	7:00 AM–10:00 PM	45	50	55
School	7:00 AM–10:00 PM (while school is in session)	45	50	55
Hospital and other noise-sensitive zones	Anytime	40	45	50

Source: City of Long Beach Municipal Code.

dBA = A-weighted decibels

$L_{max}$  = maximum sound level

$L_N$  = percentile noise exceedance level

$L_8$  = the noise level exceeded 8 percent of the time during a stated period

$L_2$  = the noise level exceeded 2 percent of the time during a stated period

**Sensitive Land Uses in the Project Vicinity.** Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The proposed project site is located in an urban area with a mix of residential, commercial, and industrial uses. Specifically, the project site is surrounded by a single-family residential neighborhood and above-ground industrial storage tanks to the north, approximately 75 ft from the project boundary, the existing Davenport Park to the east bordering the proposed project, the Friendly Village Mobile Home Park 35 ft south of the proposed project boundary, and mixed-density residential uses to the west across North Paramount Boulevard, approximately 125 ft away.

### Overview of the Existing Noise Environment

**Existing Traffic Noise.** The primary existing noise sources contributing to ambient noise in the project area are transportation facilities associated with traffic on North Paramount Boulevard.

Other surrounding noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system.

Based on the data in the traffic analysis, the existing average daily traffic (ADT) volumes on the adjacent roadway is projected at 20,400 vehicles per day. Based on the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) the 70 dBA CNEL contour is confined within the roadway right-of-way while the 65 dBA CNEL contour is located 100 ft from the roadway centerline.

**Existing Aircraft Noise.** Based on the Long Beach Airport Noise Contours map included in the Long Beach Airport Terminal Area Improvement Project EIR, the project site is located approximately 2 miles north of the 65 dBA CNEL contour.

**Existing Railroad Noise.** Based on aerial photography from Google Earth, the proposed project site is located approximately 1,300 ft east of the nearest railroad.

#### **Impact Analysis:**

##### **(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

###### **Less Than Significant with Mitigation Incorporated.**

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

Two types of short-term noise impacts could occur during project construction. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on roads accessing the project site. Paramount Boulevard and East 55<sup>th</sup> Way would be used to access the project site. Although there would be a relatively high single-event noise exposure potential from truck pass-bys, 84 dBA  $L_{max}$  at 50 ft as shown in Table 4.13.C, Typical Maximum Construction Equipment Noise Levels ( $L_{max}$ ), the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly and daily traffic volumes on Paramount Boulevard and East 55<sup>th</sup> Way. Since construction-related vehicle trips would not approach hourly and daily traffic volumes mentioned above, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would be less than significant.

**Table 4.13.C: Typical Maximum Construction Equipment Noise Levels ( $L_{\max}$ )**

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

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

dBA = A-weighted decibel

ft = foot/feet

$L_{\max}$  = maximum noise level

The second type of short-term noise impact is related to noise generated during project construction. Construction is conducted in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics and the character of the noise generated on site. Therefore, the noise levels will vary as construction progresses. Despite the variety in the types and sizes of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13.C lists the maximum noise levels for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor.

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

Construction of the proposed project is expected to require on-site use of front-end loaders, bulldozers, and graders. Noise associated with the use of construction equipment is estimated

to be between 80 and 85 dBA  $L_{max}$  at a distance of 50 ft from the active construction area during grading. As shown in Table 4.13.C, the maximum noise level generated by each bulldozer (dozer) is assumed to be approximately 85 dBA  $L_{max}$  at 50 ft from the bulldozer. Each front-end loader would generate approximately 80 dBA  $L_{max}$  at 50 ft. The maximum noise level generated by each grader is approximately 85 dBA  $L_{max}$  at 50 ft from the grader. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment operates as an individual point source. For example, two of the same pieces of construction equipment operating at the same location and generating a noise level of 85 dBA  $L_{max}$  at a distance of 50 ft would result in a noise level of 88 dBA  $L_{max}$  (85 dBA + 3 dBA = 88 dBA). Therefore, the worst-case composite noise level at a distance of 50 ft from the active construction area would be 89 dBA  $L_{max}$  (85 dBA + 4 dBA = 89 dBA).

In general, doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA. The residential uses located approximately 35 ft from the project site may be subject to short-term construction exterior noise levels that may reach up to 92 dBA  $L_{max}$ . However, due to the nature of the project site and the limited amount of subsurface disturbance that can occur due to the landfill liner, it is unlikely that three pieces of heavy construction equipment would operate simultaneously. Therefore, this is a very conservative worst-case scenario.

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

### Operational Impacts.

**Traffic Noise Impact.** Using data from the traffic analysis prepared for the project (LSA 2019), average daily traffic volumes (ADT) were developed to use in this analysis. The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours.

Tables 4.13.D and 4.13.E list the traffic noise levels within the project area under the existing, existing plus project, cumulative, and cumulative plus project conditions. These noise levels represent worst-case scenarios, which assume that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix C. As previously stated, traffic noise increases less than 3 dBA are considered to be less than significant.

Table 4.13.D: Existing Traffic Noise Levels Without and With Project

Roadway Segment	Existing Without Project (Baseline)					Existing With Project						
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 ft from Centerline of Outermost Lane
N Paramount Blvd North of E South St	21,700	< 50	104	221	67.9	21,800	100	< 50	104	222	67.9	0.0
N Paramount Blvd E South St to E 55th Way	22,300	< 50	106	225	68.0	22,900	600	< 50	108	229	68.1	0.1
N Paramount Blvd E 55th Way to Candlewood St	20,400	< 50	100	212	67.6	21,000	600	< 50	102	216	67.8	0.2
N Paramount Blvd South of Candlewood St	18,500	< 50	94	199	67.2	18,600	100	< 50	94	200	67.2	0.0
E South St West of N Paramount Blvd	25,000	< 50	92	196	67.1	25,300	300	< 50	93	197	67.2	0.1
E South St East of N Paramount Blvd	25,300	< 50	93	197	67.2	25,300	0	< 50	93	197	67.2	0.0
E 55th Way West of N Paramount Blvd	400	< 50	< 50	< 50	47.5	400	0	< 50	< 50	< 50	47.5	0.0
Candlewood St West of N Paramount Blvd	16,200	< 50	86	182	66.6	16,400	200	< 50	87	184	66.7	0.1
Candlewood St East of N Paramount Blvd	16,600	< 50	87	185	66.7	16,700	100	< 50	88	186	66.8	0.1

Source: LSA Associates, Inc. (November 2019).  
ADT = average daily traffic  
CNEL = Community Noise Equivalent Level  
dBA = A-weighted decibel  
ft = foot/feet

Table 4.13.E: Cumulative Year Traffic Noise Levels Without and With Project

Roadway Segment	Buildout Year Without Project					Buildout Year With Project						
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Change in ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 ft from Centerline of Outermost Lane
N Paramount Blvd North of E South St	22,100	< 50	105	224	68.0	22,100	0	< 50	105	224	68.0	0.0
N Paramount Blvd E South St to E 55th Way	22,700	< 50	107	228	68.1	23,300	600	< 50	109	232	68.2	0.1
N Paramount Blvd E 55th Way to Candlewood St	20,700	< 50	101	214	67.7	21,300	600	< 50	103	219	67.8	0.1
N Paramount Blvd South of Candlewood St	18,900	< 50	95	202	67.3	19,000	100	< 50	95	203	67.3	0.0
E South St West of N Paramount Blvd	25,400	< 50	93	198	67.2	25,700	300	< 50	94	199	67.2	0.0
E South St East of N Paramount Blvd	25,700	< 50	94	199	67.2	25,700	0	< 50	94	199	67.2	0.0
E 55th Way West of N Paramount Blvd	410	< 50	< 50	< 50	47.6	410	0	< 50	< 50	< 50	47.6	0.0
Candlewood St West of N Paramount Blvd	16,500	< 50	87	185	66.7	16,600	100	< 50	87	185	66.7	0.0
Candlewood St East of N Paramount Blvd	16,900	< 50	89	188	66.8	17,000	100	< 50	89	188	66.8	0.0

Source: LSA Associates, Inc. (November 2019).  
ADT = average daily traffic  
CNEL = Community Noise Equivalent Level  
dBA = A-weighted decibel  
ft = foot/feet

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Because project-related traffic noise levels in study area would increase by 0.0 to 0.2 dBA CNEL, all of the traffic noise level increases within the project area are considered to be less than significant.

**Park Operations.** The proposed project would include operation of a parking area and one soccer field. The project would not include a Public Address system or other amplified noise sources. Therefore, because the proposed project would not include noise sources specified in the Municipal Noise Ordinance (Section 8.80-20), any excessive noise generated by park users would be considered a disturbance of the peace, enforceable by the Long Beach Police Department. The primary noise-generating activities on-site would be associated with the proposed soccer fields and a parking area, cheering fans, referee whistles, and other soccer-related noise.

**Soccer Field Noise.** The proposed project contains a soccer field with associated bleachers. To determine predicted noise levels associated with operations of the proposed project, LSA assumed a total of 40 spectators at the soccer field during a typical hour over an 8-hour time period. This is considered a worst-case analysis as there are no organized sports leagues (such as AYSO) anticipated to use the soccer field. Calculations for the proposed project include 10 men and 10 women located at the bleachers on the north and south side of the proposed soccer field (refer to the Source Location Map with Receptor Locations in Appendix C).

Based on the average A-weighted sound level of speech for different vocal efforts under quiet conditions at a distance of 3 ft in a free field, male shouting would result in 88 dBA while female shouting is 82 dBA at a distance of 3 ft.<sup>1</sup> These are maximum sound pressure levels ( $L_{max}$ ) measured at 3 ft from the person. In acoustics, every doubling of an equal sound energy would result in a 3 dBA increase in combined noise level. Therefore, ten males shouting at the same time (the worst-case scenario is to have them reaching the peak level at the same time) would result in 98 dBA  $L_{max}$  at 3 ft, and ten females shouting would result in 92 dBA  $L_{max}$ . The combined level from both males and females shouting would be 99 dBA  $L_{max}$  at 3 ft. Similarly, ten males with loud voices at the same time would result in 97 dBA  $L_{max}$  at 3 ft, and ten females shouting would result in 91 dBA  $L_{max}$ . The combined level from both males and females shouting would be 98 dBA  $L_{max}$  at 3 ft. Lastly, ten males and ten females with raised voices at the same time would result in a combined level from both males and females of 90 dBA  $L_{max}$  at 3 ft.

Utilizing this reference information, an average hourly noise levels including five minutes of shouting, ten minutes of loud voices, and forty-five minutes of raised voices would equate to 93.9 dBA  $L_{eq}$  at a distance of 3 ft from each bleacher set. Because there would be no lighting at the soccer field, it is assumed that these activities would only occur during daytime hours. On a typical busy day, assumed to be a weekend day, the daily noise level generated by each bleacher set would be 89.1 dBA CNEL at a distance of 3 ft. Table 4.13.F presented a summary of the overall impacts to the surrounding receptors.

<sup>1</sup> Levitt, Harry and John C. Webster, 1991. *Handbook of Acoustical Measurements and Noise Control*. Third Edition, edited by Cyril M Harris.

**Table 4.13.F: Summary of Noise Impacts from Bleachers (dBA CNEL)**

Receptor	Reference Noise Level at 3 ft (dBA CNEL)	North Bleachers (S1)		South Bleachers (S2)		Combined Daily Noise Level (dBA CNEL)
		Distance (ft)	Noise Level (dBA CNEL)	Distance (ft)	Noise Level (dBA CNEL)	
R-1	89.1	135	56.1	375	47.2	56.6
R-2		330	48.3	90	59.6	59.9
R-3		415	46.3	435	45.9	49.1

Source: LSA Associates, Inc. (November 2019).

dBA = A-weighted decibel

CNEL = Community Noise Equivalent Level

ft = foot/feet

Based on these assumptions, community noise levels for the proposed project would be 49.1 dBA CNEL to 59.9 dBA CNEL. These projected noise levels would be comparable to the traffic noise levels generated by North Paramount Boulevard at R-1 and R-2, while traffic would be significantly higher at R-3. Noise levels would also be within the normally acceptable noise environment for residential uses. Therefore, the project is not expected to result in a substantial increase in average ambient noise levels in the project vicinity above levels without the project. Calculation details are shown in Appendix C.

**Parking Area Activity.** Representative parking activities, such as people conversing or doors slamming, would generate approximately 60 dBA  $L_{max}$  at 50 ft. This level of noise is lower than that of soccer field activities and would be lower than traffic noise adjacent to the parking lot. Although not anticipated, any excessive noise associated with the parking area would be regulated as a disturbance of the peace and enforced by the City of Long Beach Police Department. Therefore, no mitigation measures are required.

**Mitigation Measures:** The following mitigation measure is applicable to the proposed project and shall be incorporated to ensure that the project-related construction noise would remain less than significant.

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

- Construction activities occurring as part of the project shall be subject to the limitations and requirements of the City Municipal Code, which states that construction activities shall occur only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and from 9:00 a.m. to 6:00 p.m. on Saturdays. No outdoor noise-generating construction activity is allowed on Sundays.



- During all project area excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project area.
- Construction staging areas shall be located as far away from sensitive receptors as possible during all phases of construction.

### Land Use Compatibility

The project site is surrounded by residential uses to the north and south, the existing Davenport Park to the east and North Paramount Boulevard to the west. Traffic noise levels on the project site are primarily from North Paramount Boulevard and would range from 68 dBA CNEL to 46 dBA CNEL, calculated at 50 ft and 650 ft from the boulevard's centerline. These traffic noise levels would be considered *normally acceptable* for the proposed land uses as established by the California Office of Planning and Research.<sup>1</sup> Therefore, the project would not result in the exposure of persons to noise levels in excess of established standards. No mitigation is required.

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

#### Less Than Significant Impact.

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

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

Bulldozers and trucks used for construction of the proposed project would generate the highest ground-borne vibration levels. Based on the Caltrans *Transportation and Construction Vibration*

<sup>1</sup> State of California Governor's Office of Planning and Research, 2003. *General Plan Guidelines*. October.

*Guidance Manual*, a large bulldozer and loaded trucks would generate vibration levels of 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 ft. Other construction equipment and activities would generate vibration levels much lower than those of bulldozers and loaded trucks and would, therefore, result in lower vibration levels. Based on the worst-case condition, the closest structures from the project boundary (the mobile homes located approximately 35 ft to the south of the project site), would experience vibration levels of up to 0.054 PPV (in/sec). This vibration level would be distinctly perceptible when construction occurs within 10 ft of the project boundary and would well below the damage threshold for new and older residential buildings. Impacts are therefore considered less than significant.

Short-term construction impacts related to ground-borne vibration or ground-borne noise would be temporary in nature and would cease upon construction. No mitigation is required.

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

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

**No Impact.** The project site is not within an airport land use plan. The closest airport to the project site is the Long Beach Municipal Airport, which is located approximately 2.04 miles south from the project site. Furthermore, the proposed project would be located outside of the 65 dBA impact zone associated with the Long Beach Municipal Airport. Therefore, people visiting the park would not be exposed to excessive noise levels generated by the airport, and no impacts would occur.

#### 4.14 POPULATION AND HOUSING

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Impact Analysis:

- (a) Would the project induce substantial 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)?**

**No Impact.** The proposed project would redevelop the vacant project site with a new park use. The proposed project does not include the construction of any new residences or businesses and is intended for use by the existing population. Therefore, the proposed project would not affect the location, distribution, density, or growth rate of populations within the project vicinity. Further, the proposed project would not create employment opportunities that could induce population growth. Therefore, no impacts related to substantial unplanned population growth would occur, and no mitigation is required.

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

**No Impact.** The proposed project would redevelop the vacant project site with a new park use. There is no housing currently present on the project site. Consequently, housing displacement would not occur as a result of project implementation. Therefore, the proposed project would not result in an impact to the displacement existing people or housing necessitating the construction of replacement housing elsewhere, and no mitigation is required.

**4.15 PUBLIC SERVICES***Would the project:*

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

**Impact Analysis:**

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

**Less Than Significant Impact.** Fire protection services would be provided to the proposed project by the Long Beach Fire Department (LBFD). The LBFD provides fire protection, emergency medical and rescue services, hazardous inspection and response, and public education activities to the City's residents and visitors. Currently, the LBFD has a total of 25 stations in the City.<sup>1</sup> The closest fire stations to the project site are Fire Station No. 12, located at 1199 East Artesia Boulevard (approximately 1.6 miles northwest of the site), and Fire Station No. 11, located at 160 East Market Street (approximately 1.9 miles east of the site). Currently, LBFD has 527 full-time equivalent uniformed and civilian personnel budgeted.<sup>2</sup>

The LBFD is divided into four primary bureaus: Operations, Fire Prevention, Support Services, and Administration. The Fire Prevention Bureau is responsible for preventing fires, fire code enforcement, plan check, investigations and arson prosecution, records management, and community services and education.<sup>3</sup> The Support Service Bureau consists of the Emergency Medical Services Division and Training Division, and also oversees information technology,

<sup>1</sup> Long Beach Fire Department (LBFD). Station Locations. Website: <http://www.longbeach.gov/fire/station-locations/> (accessed October 31, 2019).

<sup>2</sup> LBFD. Welcome. Website: <http://www.longbeach.gov/fire/> (accessed October 31, 2019).

<sup>3</sup> LBFD. Fire Prevention Bureau. Website: <http://www.longbeach.gov/fire/fire-prevention/> (accessed October 31, 2019).

communications, fire fleet, and apparatus management.<sup>1</sup> The Operations Bureau is responsible for managing the following: daily field operations in Districts 1, 2, and 3, including fire suppression, personnel management, and fire/non-fire response activities; Special Operations, which consists of Airport, Port, Fireboats, Urban Search and Rescue, Hazardous Materials, Strike Team/Mutual Aid, and Terrorism/Weapons of Mass Destruction Operations; and the Marine Safety and Lifeguard Division, which is responsible for ensuring the safe and lawful use of beaches, oceanfront property, waterways, and marinas in the City.<sup>2</sup> Lastly, the Administration Bureau is responsible for the fiscal management of the LBFD.<sup>3</sup>

According to the City's 2020 Adopted Budget, in Fiscal Year 2019, the LBFD responded to over 72,000 calls related to fire, marine safety, and other emergency incidents. Typically, approximately 85 percent are related to medical emergencies, which equaled an estimated 50,581 emergency responses. The LBFD's current response time goal is no more than 6 minutes, 20 seconds, or less, 90 percent of the time for firefighting and emergency services. However, the actual response rate within the response time goal was projected to be 86 percent. As such, the LBFD is not currently meeting its current response time goals. As discussed in Section 4.17, Transportation/Traffic, the proposed project would not result in a substantial increase in traffic congestion or significant impacts at local intersections that would delay emergency vehicles.

Although the project site is located within a Critical Fire Zone<sup>4</sup> according to the Fire Hazards Area Map in the City's General Plan Public Safety Element (1975), the site is not located within a Special Fire Protection Area or Fire Hazard Severity Zone on the Statewide CALFire Map for the Los Angeles Region.<sup>5</sup>

Emergency access to the project site would be provided by East 55<sup>th</sup> Way via North Paramount Boulevard. In addition, the proposed project would comply with all Fire Code requirements and the proposed site plan would require approval by the LBFD prior to project implementation. The proposed project would not impair emergency response vehicles, increase times response times, and would not substantially increase calls for service. As such, the response profile for the area would not be significantly impacted in terms of service delivery, staffing requirements, facilities, and equipment following project implementation.

Although the proposed project would expand the existing Davenport Park, the project is intended to serve the existing population in the project vicinity and would not significantly increase visitors to the site. Consequently, LBFD would be able to maintain current levels of

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<sup>1</sup> LBFD Support Services Bureau. Website: <http://www.longbeach.gov/fire/support-services/support-services/> (accessed October 31, 2019).

<sup>2</sup> LBFD Operation Bureau. Website: <http://www.longbeach.gov/fire/operations/> (accessed October 31, 2019).

<sup>3</sup> LBFD Administration Bureau. Website: <http://www.longbeach.gov/fire/about-us/administration/> (accessed October 31, 2019).

<sup>4</sup> Critical Fire Zones are defined in the Public Safety Element of the City's General Plan as areas with high-rise development, shopping centers, hospitals, dense hazard concentrations (tenements), public assembly uses, hazardous industrial activities, storage warehouses, and inaccessible properties.

<sup>5</sup> California Department of Forestry and Fire Protection (CALFire). Website: [https://osfm.fire.ca.gov/media/5830/los\\_angeles.pdf](https://osfm.fire.ca.gov/media/5830/los_angeles.pdf) (accessed October 31, 2019).

service provided to the project site and project vicinity following project implementation. Therefore, the proposed project would result in less than significant impacts to fire protection services and would not necessitate new fire protection facilities. No mitigation would be required.

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

**Less Than Significant Impact.** Police protection and law enforcement services are provided to the City by the Long Beach Police Department (LBPD). The LBPD Patrol Bureau is currently divided into three primary geographical areas — the East, West, and North Divisions.<sup>1</sup> Although the East Division's substation serves as the headquarters for the LBPD, the project site is serviced by the North Division located at 4891 Atlantic Avenue, approximately 1.7 miles southwest of the site.

According to the City's 2020 Adopted Budget, in Fiscal Year 2019, officer responses to calls for service were projected to be approximately 608,163, which is slightly lower than in previous years. In addition, the LBPD responded to Priority 1 calls (related to life-threatening emergencies) with an average response time of 4.3 minutes. The LBPD's current response time goal is no more than 5.0 minutes. As such, the LBPD is currently meeting its current response time goals.

Although the proposed project would expand the existing Davenport Park, the project is intended to serve the existing population in the project vicinity and would not significantly increase visitors to the site. Consequently, LBPD would be able to maintain current levels of service provided to the project site following project implementation. Therefore, the proposed project would result in less than significant impacts to policing demand and would not necessitate the need for new police facilities. No mitigation is required.

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

**No Impact.** The City is served by the Long Beach Unified School District (LBUSD). Approximately 71,800 students from preschool to high school are currently enrolled in one of LBUSD's 85 public schools. The LBUSD currently operates schools located within the City of Long Beach, as well as schools located in the Cities of Lakewood, Signal Hill, and Avalon (on Catalina Island). More than

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<sup>1</sup> Long Beach Police Department (LBPD). Patrol Bureau. Website: <http://www.longbeach.gov/police/about-the-lbpd/bureaus/patrol-bureau/> (accessed October 31, 2019).

12,000 full-time and part-time employees work at the school district, making it the largest employer in Long Beach.<sup>1</sup>

The proposed project does not include any residential uses or business uses that would increase population growth, generate an increased demand for school facilities, or require the construction of school facilities. Therefore, there would be no impact on school services and facilities as a result of project implementation. No mitigation is required.

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

**Less Than Significant Impact.** The Long Beach Parks, Recreation and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. LBPRM is comprised of five bureaus: Animal Care Services, Business Operations, Community Recreation Services, Marine, and Maintenance Operations.<sup>2</sup>

According to the Open Space and Recreation Element (2002), the City has established a recreation open space standard of 8 acres per 1,000 residents. In addition, the City's Draft General Plan Land Use Element (2019) states that the City has over 100 parks and more than 2,750 acres of recreational space provided for a population of 466,255. Thus, the City's parkland-to-resident ratio is approximately 5.9 acres per 1,000 residents, and therefore, does not meet the City's established standards. The proposed project includes the development of a new neighborhood park with a sports field, skate park, fitness stations, shaded picnic/gathering area, walking paths, passive open space, and parking. Consequently, project implementation would have a positive impact on the City's existing park acreage and would help the City in meeting established standards. Therefore, the proposed project would not result in less than significant impacts associated with park facilities in the City. No mitigation is required.

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

**Less Than Significant Impact.** The Long Beach Public Library (LBPL) system is comprised of the Main Library and 11 branches, which collectively house hundreds of thousands of titles comprised of digital content, collections of books, movies, music, audiobooks, and magazines.<sup>3</sup> The Michelle Obama Neighborhood Library was constructed in 2016 and is located at 5870

<sup>1</sup> Long Beach Unified School District (LBUSD). About. Website: <http://www.lbusd.k12.ca.us/District/> (accessed October 31, 2019).

<sup>2</sup> Long Beach Parks, Recreation, and Marine Department (LBPRM). About the Department. Website: <http://www.longbeach.gov/park/business-operations/about/about/> (accessed October 31, 2019).

<sup>3</sup> Long Beach Public Library (LBPL). About LBPL. Website: <http://www.longbeach.gov/library/visit/about-us/> (accessed October 31, 2019).

Atlantic Avenue, approximately 1.5 miles west of the project site. Amenities include a Family Learning Center, public community meeting spaces, quiet study rooms, public-use computers, free Wi-Fi, printing services, and a community garden.<sup>1</sup> Due to its proximity, the Michelle Obama Neighborhood Library would be the primary facility that would service the project site.

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

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<sup>1</sup> LBPL. Michelle Obama Neighborhood Library. Website: <http://www.longbeach.gov/library/locations/mobama/> (accessed October 31, 2019).



#### 4.16 RECREATION

*Would the project:*

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

#### Impact Analysis:

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

**Less Than Significant Impact.** The proposed project involves the expansion of the existing 5.5-acre Davenport Park by approximately 6 acres, for total park size of approximately 11.5 acres. Davenport Park is located directly east of and adjacent to the project site. According to the City's Draft General Plan Urban Design Element (2019), the City has over 100 parks and more than 2,750 acres of recreational space. The City's existing General Plan Land Use Element (LUE) (adopted 1989; revised in 1997 and 2019) states that the neighborhood surrounding the project site (identified as Cherry Manor) lacks convenient recreation spaces.

The proposed project includes an approximately 6-acre park expansion consisting of a sports field, bleachers, fitness equipment pads, a skate park, shaded picnic/gathering area, and 31 diagonal parking spaces along the northern boundary of the site. The purpose of the proposed project is to redevelop an existing vacant site with a new park use that would provide additional recreational amenities to the City's community members. Although the development of the proposed park may result in increased use of the existing Davenport Park, the addition of park amenities, landscaping, and street improvements included as part of the project would improve the overall character of the project site and the surrounding area. As such, project implementation is not anticipated to result in the physical deterioration of the existing Davenport Park or the project site as a result of an increase in visitors. Further, as described in Section 4.14, Population and Housing, the proposed project would not develop the site with residential or business uses that would increase population or employment growth that could result in the accelerated use of existing recreational facilities within the project vicinity. Therefore, the proposed project would result in less than significant impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required.

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

**Less Than Significant Impact.** There is no identifiable physical impact to the environment that is unique to recreational resources. As presented in this IS/MND, potential project-related impacts are either less than significant or less than significant with mitigation incorporated. Mitigation has been proposed for impacts related to stormwater runoff (refer to MM-WQ-1 in Section 4.10, Hydrology and Water Quality). Additionally, mitigation has been proposed for impacts related to construction noise (refer to MM-NOI-1 in Section 4.13, Noise). With implementation of Mitigation Measures MM-WQ-1 and MM-NOI-1, all potentially significant impacts would be reduced to a less than significant level.

The proposed project is itself a recreational facility and would not require the construction or expansion of other recreational facilities that may have adverse physical effects, and no mitigation is required.

#### 4.17 TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

This section analyzes the transportation impacts that may result due to development of the proposed project. The analysis contained in this section is based on the *Traffic Impact Analysis* (TIA) prepared for the project (LSA 2019) (Appendix D).

#### Impact Analysis:

**(a) Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?**

**Less Than Significant Impact.** The project proposes to expand the existing 5.5-acre Davenport Park facilities by approximately 6 additional acres directly west of the existing park. The park expansion includes the construction of a soccer field, skate park, and the addition of 31 diagonal surface parking spaces along the south side of East 55<sup>th</sup> Way. The proposed project would also provide a school bus drop-off area in an existing roundabout within the surface parking lot, which would eliminate 11 existing parking spaces. Vehicular access to the existing park and future expansion is provided via the right-in/right-out intersection of Paramount Boulevard/East 55<sup>th</sup> Way (North). Pedestrian access and circulation are provided around the perimeter of the park.

As discussed in the TIA, project a.m. and p.m. peak-hour trips were generated using trip rates referenced in the San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002), the Long Beach Sports Park Environmental Impact Report (EIR) (LSA 2004), and the Center Avenue Skate Park Study (Austin-Foust Associates 2011). The SANDAG trip generation rates for the park use were utilized as they

provide trip-generating characteristics more customized to Southern California and the project area.

Since use of the entire park would likely occur concurrently with the soccer field and the skate park, the project trip generation includes the entire park (both the existing and expansion portions), the soccer field, and the skate park in an effort to provide a conservative, worst-case assessment. According to the TIA, the project is forecast to generate a total of 14 trips in the a.m. peak hour (11 inbound and 3 outbound) and 79 trips in the p.m. peak hour (37 inbound and 42 outbound), and 418 average daily trips (ADT). The existing park generates a total of 11 trips in the a.m. peak hour (9 inbound and 2 outbound), 22 trips in the p.m. peak hour (9 inbound and 13 outbound), and 275 ADT. With the proposed expansion, Davenport Park is anticipated to generate a total of 25 trips in the a.m. peak hour (20 inbound and 5 outbound), 101 trips in the p.m. peak hour (46 inbound and 55 outbound), and 693 ADT. Table 4.17.A shows the trips generated by the proposed project.

**Table 4.17.A: Project Trip Generation**

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
City Park	-	acre	50.00	1.60	0.40	2.00	1.60	2.40	4.00
Soccer Field	-	field	72.00	-	-	-	24.00	24.00	48.00
Skate Park	-	TSF	9.10	0.16	0.14	0.30	0.63	0.73	1.36
Existing Trip Generation									
City Park	5.5	acre	275	9	2	11	9	13	22
Project Trip Generation									
City Park	6.0	acre	300	10	2	12	10	14	24
Soccer Field	1	field	72	-	-	-	24	24	48
Skate Park	5.0	TSF	46	1	1	2	3	4	7
Total Project Trip Generation			418	11	3	14	37	42	79
Existing Plus Project Trip Generation									
City Park	11.5	acre	575	19	4	23	19	27	46
Soccer Field	1	field	72	-	-	-	24	24	48
Skate Park	5.0	TSF	46	1	1	2	3	4	7
Total Trip Generation			693	20	5	25	46	55	101

Source: *Traffic Impact Analysis* (LSA 2019)

ADT = average daily trips

TSF = thousand square feet

The TIA analyzed the a.m. and p.m. peak-hour LOS at four intersections for existing conditions with and without the project. In addition, construction activities associated with the project were evaluated. The study area assessed in the TIA includes the following intersections:

1. Paramount Boulevard/South Street
2. Paramount Boulevard/East 55<sup>th</sup> Way (North)
3. Paramount Boulevard/East 55<sup>th</sup> Way (South)
4. Paramount Boulevard/Candlewood Street

The City considers Level of Service (LOS) D as the upper limit of satisfactory operations for total intersection operation. Mitigation is required for any signalized intersection where a project's traffic causes an increase in volume-to-capacity ratio of 0.02 or greater when the intersection is operating at LOS E or F in the baseline condition. Table 4.17.B shows the LOS summary for the existing baseline and plus project conditions.

**Table 4.17.B: Existing Baseline and Plus Project Level of Service Summary**

Intersection		Existing			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1	<b>Paramount Boulevard/South Street (Signal)</b>				
	Baseline ICU	0.689	B	0.933	E
	Plus Project ICU	0.689	B	0.952	E
	$\Delta$	0.000		0.019	
2	<b>Paramount Boulevard/East 55th Way (North—Stop Control)</b>				
	Baseline Delay (HCM)	11.3	B	13.2	B
	Plus Project Delay (HCM)	11.4	B	14.1	B
	$\Delta$	0.1		0.9	
3	<b>Paramount Boulevard/East 55th Way (South—Signal)</b>				
	Baseline ICU	0.388	A	0.484	A
	Plus Project ICU	0.401	A	0.568	A
	$\Delta$	0.013		0.084	
4	<b>Paramount Boulevard/Candlewood Street (Signal)</b>				
	Baseline ICU	0.662	B	0.815	D
	Plus Project ICU	0.666	B	0.844	D
	$\Delta$	0.004		0.029	

$\Delta$  = change in V/C Ratio or Delay (reported in seconds)

HCM = *Highway Capacity Manual*

ICU = Intersection Capacity Utilization

LOS = level of service

V/C = volume to capacity

As shown in Table 4.17.B, in the existing baseline conditions, all intersections operate at satisfactory LOS (LOS D or better), with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour. In the existing plus project conditions, all study area intersections would operate at satisfactory LOS (LOS D or better) with the proposed project, with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour. However, the addition of project traffic would not increase in volume-to-capacity ratio of 0.02 or greater at the Paramount Boulevard/South Street (LOS E) intersection,

which would not exceed the City's level-of-significance threshold. During project construction, all study area intersections would operate at satisfactory LOS (LOS D or better) with the project, with the exception of the intersection of Paramount Boulevard/South Street (LOS E) in the p.m. peak hour, but construction-related traffic would not exceed the City's level-of-significance threshold.

The maximum impact possible from the proposed project is lower than the City's level-of-significance threshold. Therefore, the proposed project would result in a less than significant impact related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. No mitigation is required.

**(b) For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?**

**No Impact.** Section 15064.3 of the *State CEQA Guidelines* codifies that project-related transportation impacts are typically best measured by evaluating the project's vehicle miles travelled (VMT). Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3), qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of high-quality transit area (HQTA) should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. Subdivision (c) provides that a lead agency may decide to be governed by the above provisions immediately; otherwise, Section 15064.3 would apply as of July 1, 2020. The City has not adopted VMT thresholds. Therefore, because this project is proceeding prior to the July 1, 2020 date, the City is not yet required to analyze projects under *State CEQA Guidelines* Section 15064.3. Accordingly, LOS, not VMT analysis, was applied to this project to determine whether the proposed project would have a significant transportation impact. Therefore, there would be no impacts under Threshold 4.17(b). No mitigation is required.

**(c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?**

**No Impact.** The proposed project involves the expansion of the existing Davenport Park and is not considered a transportation project. Therefore, Threshold 4.17(c) is not applicable to the proposed project, and there would be no impacts. No mitigation is required.

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

**Less Than Significant Impact.** The proposed project involves the expansion of the existing Davenport Park. Vehicular access to the existing park and future expansion is provided via the existing right-in/right-out intersection of Paramount Boulevard/East 55<sup>th</sup> Way (North). Pedestrian access and circulation are provided around the perimeter of the park. The proposed project would not result in hazards due to a design feature (e.g., sharp curves or dangerous intersections) because no changes to the circulation system are proposed as part of the project. Additionally, since the project is an expansion of an existing park, it is representative of a park use that is currently operating in the vicinity of the site and is compatible with surrounding land uses. As such, the proposed project would not result in hazards due to incompatible uses (e.g., farm equipment). Therefore, the proposed project would result in a less than significant impact related to hazards associated with a design feature or incompatible uses, and no mitigation is required.

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

**Less Than Significant Impact.** Emergency access to the project site would be provided by East 55<sup>th</sup> Way via North Paramount Boulevard. The proposed project would comply with all Fire Code requirements, and the proposed site plan would require approval by the LBFD prior to project implementation. As discussed in Section 4.15, Public Services, the proposed project would not impair emergency response vehicles, increase times response times, and would not substantially increase calls for service. Therefore, approval of the project plans would ensure that the proposed project's impact related to emergency access would be less than significant, and no mitigation is required.

**4.18 TRIBAL CULTURAL RESOURCES***Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Cause a substantial adverse change in the significance of a 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: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis:**

- (a) (i) 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: i) 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)?

**Less Than Significant Impact.** The project would be required to comply with AB 52 regarding tribal consultation. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

Also, per AB 52 (specifically, PRC Section 21080.3.1), as Lead Agency, the City must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project and have previously requested that the Lead Agency provide them with notice of such projects.



As discussed in Section 4.5, Cultural Resources, Response 4.5(a), the project site does not contain any buildings or structures that meet any of the California Register criteria or qualify as “historical resources” as defined by CEQA. Further, the project site is not designated as a historical/archaeological landmark by the City or the County. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k).

The City sent letters for the purposes of AB 52 consultation to the following representatives on October 28, 2019:

- Andrew Salas – Gabrieleno Band of Mission Indians – Kizh Nation
- Joseph Ontiveros – Soboba Band of Luiseno Indians
- Anthony Morales-Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Michael Mirelez – Torres Martinez Desert Cahuilla Indians
- Sandonne Goad – Gabrieleno/Tonga Nation
- Robert Dorame – Gabrieleno Tongva Indians of California Tribal Council
- Linda Candelaria – Gabrielino-Tongva Tribe
- Charles Alvarez – Gabrielino-Tongva Tribe

The letters (provided in Appendix E of this IS/MND) provide each tribe with the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. Information provided through tribal consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present on the project site.

Due to the prior use of the project site as a landfill, it is highly unlikely that tribal cultural resources are present. In addition, project construction would not extend further than approximately 2 ft and would not disturb native soils. Therefore, no impacts to tribal cultural resources are expected. However, as stated above, tribal consultation is ongoing as part of the CEQA process in compliance with AB 52. In the event that tribal cultural resources are identified during the tribal consultation process, the City will work with the tribes to address their concerns. Impacts related to tribal cultural resources would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** See Response 4.18(a), above. In compliance with AB 52, tribal consultation has been initiated as part of the CEQA process. Information provided through tribal

consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present and the significance of any potential impacts to such resources. Therefore, in the event that tribal cultural resources are identified during the tribal consultation process, the City will work with the tribes to address their concerns. Impacts related to tribal cultural resources would be less than significant, and no mitigation is required.

#### 4.19 UTILITIES/SERVICE SYSTEMS

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Impact Analysis:

- (a) **Would the project 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?**

#### **Less Than Significant with Mitigation Incorporated.**

**Water.** Delivery of domestic water service in the City is provided by the Long Beach Water Department (LBWD). The City's two primary sources of water supply are groundwater and imported water. Nearly half of the City's water supply is met due to groundwater wells located throughout and owned by the City. The LBWD pumps groundwater through 29 active wells throughout the service area; the extracted groundwater water is then exported through to the Long Beach Groundwater Treatment Plant, the largest groundwater treatment plant in the

United States.<sup>1</sup> The other half of the City's water is comprised of treated surface water purchased from the Metropolitan Water District of Southern California (MWD). This surface water originates from the Colorado River, via the 242-mile Colorado River Aqueduct and Northern California's Bay-Delta region, via the 441-mile California Aqueduct.<sup>2</sup> Additionally, reclaimed water is treated at the Long Beach Water Reclamation Plant (WRP) and is used for the irrigation of schools, golf courses, parks, and greenbelts. The Long Beach WRP has a treatment capacity of up to 25 million gallons per day (mgd) of wastewater.<sup>3</sup>

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

The proposed project includes the development of a park use and does not include any on-site buildings or habitable structures that would result in a demand for potable water or water facilities. There are no restrooms or other building facilities included in the expansion area that would require water. However, the project site would be covered by large grassy and landscaped areas that would require a new irrigation system on the project site, even with the proposed drought tolerate plants that are proposed surrounding the sports field. Because the proposed park uses are consistent with the General Plan, any demand for water has been accounted for in the City's UWMP, which relies on existing and projected land uses to determine future water demands. In addition, the project site was previously developed with industrial uses that included a demand for water. As such, the increased water demand associated with the proposed park is anticipated to be minimal compared to the overall water demand in the City. Further, the City's water supplies are projected to meet future demands due to projected increases in efficiency and water conservation. Therefore, implementation of the proposed project would not require or result in the construction of new or expanded water treatment facilities. Increased water demand is therefore considered less than significant and no mitigation is required.

**Wastewater.** The LBWD operates and maintains approximately 765 miles of sanitary sewer lines in the City. Sanitation Districts of Los Angeles County (LACSD) is the primary agency responsible for treatment operations once the wastewater passes through the City's system. The LBWD delivers over 40 million gpd of wastewater to LACSD facilities for treatment.<sup>4</sup>

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<sup>1</sup> Long Beach Water Department (LBWD). *2015 Urban Water Management Plan (UWMP)*. Website: <https://lbwater.org/wp-content/uploads/2019/09/LBWD-2015-UWMP-FINAL-Board-Adopted-3.pdf> (accessed October 31, 2019).

<sup>2</sup> LBWD. Sources of Water. Website: <http://www.lbwater.org/sources-water> (accessed October 31, 2019).

<sup>3</sup> LBWD. *2015 Urban Water Management Plan (UWMP)*. Website: <https://lbwater.org/wp-content/uploads/2019/09/LBWD-2015-UWMP-FINAL-Board-Adopted-3.pdf> (accessed October 31, 2019).

<sup>4</sup> LBWD. Sewer. Website: <https://lbwater.org/customer-services/sewer/> (accessed October 31, 2019).

LACSD is responsible for the collection, treatment, and disposal of domestic, commercial, and industrial wastewater generated by over 5.6 million people living and working in Los Angeles County. The majority of wastewater generated in the City is treated at LACSD's Joint Water Pollution Control Plant (JWPCP) in Carson; treated wastewater is discharged into the Pacific Ocean. The remaining portion of the City's wastewater is delivered to the WRP, located at 7400 E. Willow Street in Long Beach. Treated wastewater from the WRP is used to irrigate various forms of landscape and recharge the groundwater basin. LACSD facilities would receive wastewater generated from the proposed project.

The proposed project includes the development of a park use and does not include any on-site buildings or facilities (such as restrooms) that would result in a demand for wastewater or related facilities. Therefore, the proposed project is not anticipated to generate wastewater during either construction or operation. Furthermore, implementation of the proposed project would not require or result in the construction of new or expanded wastewater treatment facilities. Increased wastewater demand is therefore considered less than significant, and no mitigation is required.

**Stormwater Drainage Facilities.** The Stormwater/Environmental Compliance Division of the City's Public Works Department is responsible for overall management of stormwater quality issues within Long Beach. The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003. Pursuant to the requirements of City of Long Beach MS4 Permit, the proposed project qualifies as a "New Development Project or Redevelopment Project." New Development Projects that disturb greater than 1 acre and increase impervious surface area by more than 10,000 sf (approximately 0.23 acre) and Redevelopment Projects that create, add, or replace 5,000 sf (approximately 0.115 acre) are required to implement post-construction controls to mitigate stormwater pollution and prepare a Low Impact Development Plan or equivalent, in compliance with the *City of Long Beach Low Impact Development (LID) Best Management Practices (BMP) Design Manual* (February 2013; revised December 2013), as outlined in the City of Long Beach Municipal Code Chapter 18.74, Low Impact Development Standards. The proposed BMPs would capture, infiltrate, and treat stormwater runoff to remove pollutants of concern. As discussed in Section 4.10, Hydrology and Water Quality, RCM-WQ-2 requires preparation of a Final LID Plan prior to the issuance of grading permits. In addition, as specified in MM-WQ-1 a Final Hydrology Study would be prepared based on final project plans and would be approved by the City. The Hydrology Study would confirm that sufficient capacity in the downstream drain systems is available to accommodate any increase in storm runoff from the project site. Further, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities beyond the on-site improvements included as part of the proposed project. Therefore, impacts to stormwater drainage facilities would be less than significant with the incorporation of RCM-WQ-2 and MM-WQ-1.

**Electric Power.** Refer to Section 4.6, Energy, for further discussion related to the project's impacts with respect to existing and projected supplies of electricity. As discussed further in Section 4.6, the project would not require or result in the relocation or construction of new or

expanded electric power facilities, the construction of which could cause significant environmental effects. No mitigation is required.

**Natural Gas.** The project does not include any utility improvements related to natural gas. Therefore, the project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction of which could cause significant environmental effects. No mitigation is required.

**Telecommunications.** The project does not include any utility improvements related to telecommunications. Therefore, the project would not require or result in the relocation or construction of new or expanded telecommunications facilities, the construction of which could cause significant environmental effects. No mitigation is required.

**Summary.** The proposed project would not require or result in the relocation or construction of new of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. Existing facilities have the capacity to serve the anticipated uses, and the project would not substantially increase demand upon these facilities as compared to historic and existing conditions at the project site. Further, RCM-WQ-2 and MM-WQ-1 (refer to Section 4.10, Hydrology and Water Quality) would be implemented to reduce impacts to stormwater drainage facilities. Therefore, impacts to these utility facilities would be less than significant.

**(b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Less Than Significant Impact.** As previously stated in Response 4.19(a), above, project implementation would result in a negligible increase in water usage overall as prior industrial uses on the site were served by water facilities, and the proposed project is consistent with planned land uses for the project site and the City's UWMP. According to the 2015 UWMP, LBWD's projected water supply is able to meet projected potable and recycled water demands in the years 2020, 2025, 2030, 2035, and 2040 during normal years, single dry years, and multiple dry years. In 2015, the actual water supply was 59,542 af, and the projected water demand for 2020 is 59,106 af. Therefore, water demand from the proposed project would be within LBWD's current and projected water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation is required.

**(c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** As previously stated in Response 4.18(a), above, the City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003. The proposed project includes the development of a park use and does not include any on-site buildings or habitable structures that would result in a demand for

wastewater facilities. As such, there is no anticipated demand for wastewater. The proposed project would not result in impacts to wastewater treatment facilities. No mitigation is required.

**(d) Would the project 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?**

**Less Than Significant Impact.** The Long Beach Public Works Department provides a wide range of services to the City including waste collection, which is administered through the Environmental Services Bureau Refuse Division. The Refuse Division collects solid waste, green waste (e.g., grass clippings and tree and shrub clippings), and items for recycling. The City provides two different carts for automated collection of trash, recyclables, and green waste.<sup>1</sup>

Solid waste, excluding recyclables, is collected from residential, commercial, and industrial properties and delivered to the Southeast Resource Recovery Facility (SERRF), located at 120 Pier S Avenue in Long Beach. Solid waste is sent to the facility where it is processed through one of three boilers and incinerated in order to produce electricity. The electricity is used to operate the facility and the remainder is sold to Southern California Edison. A monthly average of 825 tons of metal are recycled and diverted from a landfill.<sup>2</sup>

As described further in Section 4.14, Population and Housing, the proposed project includes implementation of a park use that would not result in any increase in population or employment. Although the proposed project would result in an increase in visitors to the site, any increase in solid waste associated with on-site users of the park, such as trash and rubbish from park users, is anticipated to be nominal and within the existing service capacity of the SERRF, which currently serves the project area. Therefore, it is anticipated that project impacts related to solid waste generation would be less than significant. No mitigation is required.

**(e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

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

<sup>1</sup> City of Long Beach. Environmental Services Bureau. Refuse Collection. Website: <http://www.longbeach.gov/lbrecycles/refuse/curbside-collection/refuse-collection-101/> (accessed November 1, 2019).

<sup>2</sup> City of Long Beach. Energy Resources. Southeast Resource Recovery Facility (SERRF). Website: <http://www.longbeach.gov/energyresources/about-us/serff/> (accessed November 1, 2019).

diversion rate to the California Integrated Waste Management Board, surpassing the required rate by nearly 20 percent.<sup>1</sup>

The proposed project would be required to meet the City's construction waste diversion requirement (Section 18.67.020 of the Municipal Code). In addition, the proposed project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed project would comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation of the project. Finally, the proposed project does not include and buildings or habitable structures that would generate solid waste. Therefore, the proposed project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required.

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<sup>1</sup> City of Long Beach. Long Beach Sustainability. Waste Reduction. Website: <http://www.longbeach.gov/sustainability/green-urban-services/waste-reduction> (accessed November 1, 2019).



## 4.20 WILDFIRE

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Due to slope, prevailing winds, and other factors to exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Impact Analysis:

#### (a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

**No Impact.** According to the 2007 CALFire Draft Fire Hazard Severity Zone Map for the State of California, the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ), but rather is located within an unzoned Local Responsibility Area (LRA).<sup>1,2</sup>

Furthermore, as discussed in Section 4.9, Hazards and Hazardous Materials, the proposed project does not include any characteristics (e.g., temporary or permanent road closures or the long-term blocking of road access) that would physically impair or otherwise conflict with an adopted emergency response plan or emergency evacuation plan. The proposed project would be required to comply with all applicable codes and ordinances for emergency vehicle access,

<sup>1</sup> An LRA is defined as land on which neither the State nor the federal government has the legal responsibility for providing fire protection. Unzoned LRAs are not currently mapped for fire hazard severity.

<sup>2</sup> CalFire. 2007. State of California Draft Fire Hazard Severity Zones in Local Responsibility Area. Website: [https://osfm.fire.ca.gov/media/6827/fhszl06\\_1\\_map.pdf](https://osfm.fire.ca.gov/media/6827/fhszl06_1_map.pdf) (accessed on October 30, 2019).

which would ensure adequate access to, from, and on site for emergency vehicles. Adherence to these codes and ordinances would ensure that construction and operation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Furthermore, the project site is not located in or near a State Responsibility Area (SRA) or within lands identified as a VHFHSZ, and thus would not impair an adopted emergency response plan or emergency evacuation plan in or near SRAs or lands classified as VHFHSZ. Therefore, implementation of the proposed project would result in no impact associated with an adopted emergency response plan or emergency evacuation plan. No mitigation is required.

**(b) Due to slope, prevailing winds, and other factors to exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact.** As stated previously, the project site is not located in or near a VHFHSZ nor is it located in or near an SRA. Therefore, the proposed project would not exacerbate wildfire risks due to slope and prevailing winds, thereby exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, project occupants would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and no impact would occur. No mitigation is required.

**(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?**

**No Impact.** The proposed project does not include, and will not require, the installation or maintenance of associated infrastructure, including roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risks. Therefore, the project will not exacerbate fire risks that would result in temporary or ongoing impacts to the environment. No mitigation is required.

**(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?**

**Less Than Significant Impact.**

**Landslides.** Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking but can also occur as a result of erosion and downslope runoff caused by rain following a fire. As previously discussed in Section 4.7, Geology and Soils, landslides or other forms of natural slope instability do not represent a significant hazard to the project because the site is located in a relatively flat area, and there is no evidence of landslides in the project vicinity. Therefore, the proposed project would not expose people or structures to significant risks, such as landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts to project occupants related to post-wildfire landslide risks would be less than significant. No mitigation is required.

**Flooding.** According to the Federal Emergency Management Act (FEMA) Flood Insurance Rate Map Act (FIRM) No. 06037C1960F (September 26, 2008) and the *City of Long Beach Federal Emergency Management Agency (FEMA) Flood Zones* map, the project site is located within the shaded Zone X. A shaded Flood Zone X designation encompasses areas with a moderate chance of flood as it includes areas with a 0.2 percent annual chance of flood (500-year), areas with a 1 percent annual chance of flood (100-year) with average depths of less than 1 ft or with drainage areas less than 1 square mile, and areas protected from levees from 1 percent annual chance of flood. Although the project site is located within an area with a moderate chance of flooding, the project site is not located within a direct inundation area. Therefore, downslope or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely to occur. Impacts to project occupants related to post-wildfire flooding risks would be less than significant, and no mitigation is required.

**4.21 MANDATORY FINDINGS OF SIGNIFICANCE***Would the project:*

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

**Impact Analysis:**

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

**Less Than Significant Impact.** Based on the discussion in Section 4.4, Biological Resources, the proposed project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities and would not eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 4.5, Cultural Resources, Response 4.5(a), the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Additionally, the project site is not designated as a historical/archaeological landmark by the City or the County. The soils on the project site are non-native and have been highly disturbed during the site's previous uses as a municipal landfill and from the site's previous development with industrial uses. As such, ground-disturbing activities associated with project construction

activities, which will be at shallow depths so that the landfill liner is not disturbed, are not anticipated to unearth any previously unknown archaeological resources. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical and/or cultural resource. Impacts are considered less than significant, and no mitigation is required.

As discussed in Section 4.18, Tribal Cultural Resources, the City sent letters for the purposes of AB 52 consultation to tribal representatives on October 28, 2019. Consequently, tribal consultation is ongoing as part of the CEQA process in compliance with AB 52. Information provided through tribal consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present and the significance of any potential impacts to such resources. In the event that tribal cultural resources are identified during the tribal consultation process, the City of Long Beach will work with the tribes to address their concerns. However, for the reasons stated above, the discovery of tribal cultural resources is considered unlikely. Therefore, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, and no mitigation is required.

For the reasons stated above, the project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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. Therefore, impacts would be less than significant. No mitigation is required.

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

**Less Than Significant with Mitigation Incorporated.** The existing site was formerly occupied by a municipal waste landfill and later by an industrial use. The site is now vacant and is surrounded by a variety of residential uses and some nearby commercial and industrial uses. The project site is bordered by a single-family residential neighborhood and aboveground industrial storage tanks on the north, the existing Davenport Park on the east, the Friendly Village Mobile Home Park to the south, and by mixed density residential uses on the west, across North Paramount Boulevard.

As presented in this IS/MND, potential project-related impacts are either less than significant or less than significant with mitigation incorporated. Based on the analysis contained in this IS/MND, project-related impacts would be reduced to less than significant levels with the incorporation of mitigation. As specified in MM-WQ-1 in Section 4.10, Hydrology and Water Quality, a Final Hydrology Study would be prepared based on final project plans and would be approved by the City. The Hydrology Study would confirm that sufficient capacity in the downstream drain systems is available to accommodate any increase in storm runoff from the project site. MM-WQ-1 would reduce impacts to hydrology and water quality and utilities and

service systems to a less than significant level. Additionally, mitigation has been proposed for impacts related to construction noise (refer to MM-NOI-1 in Section 4.13, Noise). Given that the potential project-related impacts would be mitigated to a less than significant level, implementation of the proposed project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 4.1 through 4.20 of this IS/MND, compliance with regulatory compliance or mitigation measures would be required and incorporated as necessary.

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

**Less Than Significant with Mitigation Incorporated.** Based on the Project Description and the preceding responses in Sections 4.1 through 4.20 of this IS/MND, implementation of the proposed project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed project would be mitigated to a less than significant level. As discussed in Response 4.21(b), above, incorporation of MM-WQ-1 would reduce impacts to hydrology and water quality and utilities and service systems to a less than significant level. Further, incorporation of MM-NOI-1 would reduce impacts as a result of construction noise to a less than significant level. Therefore, since all potentially significant impacts of the proposed project are expected to be mitigated to a less than significant level, implementation of the proposed project would not cause substantial adverse effects on human beings.

## 5.0 REFERENCES

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