

First-Citizens Bank - Long Beach Project



Initial Study

July 2024

Lead Agency:

City of Long Beach

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been conducted in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] § 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000 *et seq.*). Pursuant to CEQA Guidelines § 15063, this Initial Study has been conducted to determine if the proposed First Citizens Bank–Long Beach Project (“proposed Project”) would have a significant effect on the environment. The proposed Project site is located on three parcels (“Project site”) at 3450-3470 Long Beach Boulevard, on an approximately 36,775 square-foot (SF) (0.87 acre) site (Assessor Parcel Numbers [APNs] 7145-006-010, -011, -012), in the City of Long Beach (“City”). First-Citizens Bank and Trust (First-Citizens Bank) (“Applicant”) proposes to develop an approximately 12,469 gross square feet (GSF), two-story building serving bank and office uses with a floor area ratio (FAR) of 0.34. The proposed Project site is currently vacant and highly disturbed. The Project site is generally bound by commercial development to the north and south, high-density multifamily residential use to the east, and Long Beach Boulevard to the west.

The proposed Project seeks approval of the following entitlements:

- Site Plan/Architectural Review
- Lot Merger

Pursuant to CEQA Guidelines § 15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or a Negative Declaration (ND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an MND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in an MND or an ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with proposed Project implementation, if any.

CEQA Guidelines § 15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by a project to obtain their recommendations as to whether an EIR, MND, or ND should be prepared.

1.2 Summary of Findings

Pursuant to CEQA Guidelines § 15367, the City, as Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study has evaluated the environmental issues outlined in **Section 3.2: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the proposed Project's potential environmental effects and recommended mitigation measures, if any.

Based on the Environmental Checklist Form and supporting environmental analysis, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the proposed Project would have a potentially significant impact:

- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

Therefore, in accordance with CEQA Guidelines § 15063, this Initial Study concludes that an EIR is the appropriate document for the proposed Project.

1.3 Report Organization

This document is organized into the following sections:

Section 1.0: Introduction provides a Project introduction and overview, cites the CEQA Guidelines to which the proposed Project is subject, and summarizes the IS/MND's conclusions.

Section 2.0: Project Description details the Project's location, environmental setting, background and history, characteristics, discretionary actions, construction program, phasing, agreements, and required permits and approvals. This Section also identifies the IS/MND's intended uses, including a list of anticipated permits and other approvals.

Section 3.0: Environmental Checklist Form provides the Project background and an overview of potential impacts that may or may not result from Project implementation.

Section 4.0: Evaluation of Environmental Impacts provides an analysis of potential environmental impacts identified in the environmental checklist.

Section 5.0: References identifies resources used to prepare the IS/MND.

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2.0 PROJECT DESCRIPTION

2.1 Location

The proposed Project site is in the county of Los Angeles (County) in the city of Long Beach (City), approximately 20 miles south of downtown Los Angeles; see **Figure 2.1-1: Regional Vicinity Map**. The approximately 36,775 SF (0.87 acre) proposed Project site consists of three parcels (APN: 7145-006-010, -011, 012) located at 3450-3470 Long Beach Boulevard. Regional access to the proposed Project site is provided via Interstate Highway 405 (I-405), that runs west and south of the proposed Project site. Local access to the proposed Project site is provided via Long Beach Boulevard and East Wardlow Road.

2.2 Environmental Setting

The City encompasses approximately 80.35 square miles and is located in southeastern Los Angeles County. The City is bound by the Pacific Ocean to the south; to the west by the cities of Los Angeles (the neighborhoods of San Pedro and Wilmington) and Carson, and portions of unincorporated Los Angeles County (communities of Rancho Dominguez and East Rancho Dominguez); to the north by the cities of Compton, Paramount, Bellflower, Lakewood, and Hawaiian Gardens; and to the east by Orange County (cities of Seal Beach and Los Alamitos). The landlocked city of Signal Hill, surrounded by the city of Long Beach, is located approximately 0.25 mile southeast of the proposed Project site. The City is highly urbanized with a mix of commercial, industrial, and residential uses. Open space uses are generally located along the Los Angeles River, the coastline of the Pacific Ocean, and in several parks dispersed throughout the City. Long Beach Municipal Airport (LBG), a City-owned commercial service airport, is located approximately 0.25 mile southeast of the proposed Project site. The Port of Long Beach (Long Beach Harbor Department), a major cargo port owned and operated by the City, is located approximately four miles southwest of the proposed Project site.

2.2.1 On-Site and Surrounding Land Uses

As shown on **Figure 2.2-1: Local Vicinity Map**, the proposed Project site is vacant and highly disturbed. The proposed Project site is largely devoid of vegetation, excluding a narrow band of vegetation featuring patches of grass and four palm trees bordering Long Beach Boulevard, a cluster of two palm trees located in the northeast corner of the proposed Project site, and a single palm tree located on the eastern side of the proposed Project site, towards the southeast corner. Several large branches of a ficus tree planted on an adjacent property overhang the proposed Project site in the northeast corner of the site.

The results of the latest Phase I Environmental Site Assessment (ESA) conducted at the Project site indicate the Project site was previously used for oil drilling. Review of California Department of Conservation Geologic Energy Management Division records indicates there are three (CalGEM) decommissioned and plugged oil wells located on the eastern, western, and southern portions of the site. Additionally, a fourth decommissioned oil well is documented on the southeastern periphery of the site. However, attempts by the Applicant to locate two wells known as “Featherstone #15” and “Bunny #1” have been inconclusive. As a result, it cannot be

verified that the wells were abandoned to current standards.¹ The Applicant is seeking City concurrence that all reasonable efforts were undertaken to locate the wells, and has requested the Project be waived from City of Long Beach Equivalency (LBE) Abandonment Standards.²

Table 2.2-1: On-site and Surrounding Land Uses summarizes the on-site and surrounding land uses.

Table 2.2-1: On-site and Surrounding Land Uses

| Description | Existing Land Use | Zoning ¹ |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Project Site | Undeveloped | Community Commercial Automobile-Oriented (CCA) District; High-Rise Overlay (HR-4) District. |
| North | Restaurant; Commercial Retail; Office; High Density Residential; Church | CCA District; HR-4 District. |
| South | Commercial Retail; Office; Gas Station; High Density Residential | CCA District; HR-4 District. |
| East | Multi-Family Residential | Residential (R-4-N) District. |
| West | Long Beach Boulevard, Office Building | Community R-4-N (CCN) District; CCA District; HR-4 District. |
| Notes: 1. City of Long Beach. 2021, City of Long Beach Use District Map: Page 15. < https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/zoning_map_book_color_page_15 > (accessed May 16, 2024). | | |

2.2.2 General Plan Land Use and Zoning

The proposed Project site is designated as CC PlaceType, Community Commercial, in the City of Long Beach General Plan.³ The Community Commercial land use designation is intended to serve automobile oriented commercial needs. Residential uses are not allowed under this land use designation. In areas designated as CC PlaceType, commercial uses that service community-based needs for goods and services are allowed a floor area ratio (FAR) between 0.25 and 1.0. The maximum building height for areas designated for Community Commercial is seven stories but varies based on location in the City. The General Plan Land Use map identifies the maximum building height at the proposed Project site as five stories or 60 feet.

The proposed Project site is in the Community Commercial Automobile-Oriented (CCA) Zoning District, which “permits retail and service uses for an entire community including convenience and comparison shopping for goods and associated services.”⁴ The permitted use table in LBMC Chapter 21.32, *Commercial Districts*, specifically identifies “bank, credit union, savings and loan, commercial and industrial loans” as a permitted use in the CCA Zone. The proposed Project site is subject to the High-Rise Overlay, Four Story Limit (HR-4). The HR-4 Overlay District allows for taller building heights in areas outside downtown Long Beach.

¹ Phase I Environmental Site Assessment Commercial Property - Long Beach, CA; 3450 and 3470 Long Beach Boulevard; Terracon Consultants, Inc.; August 23, 2022.

² LBMC § 18.78.070, *Equivalency Abandonment Standard*.

³ City of Long Beach, *City of Long Beach General Plan 2040*, Land Use Element, December 2019.

⁴ City of Long Beach, Municipal Code, Chapter 21.32, § 21.32.020.

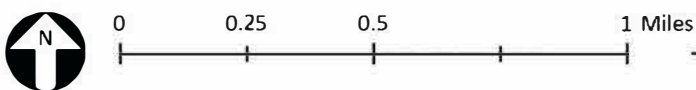
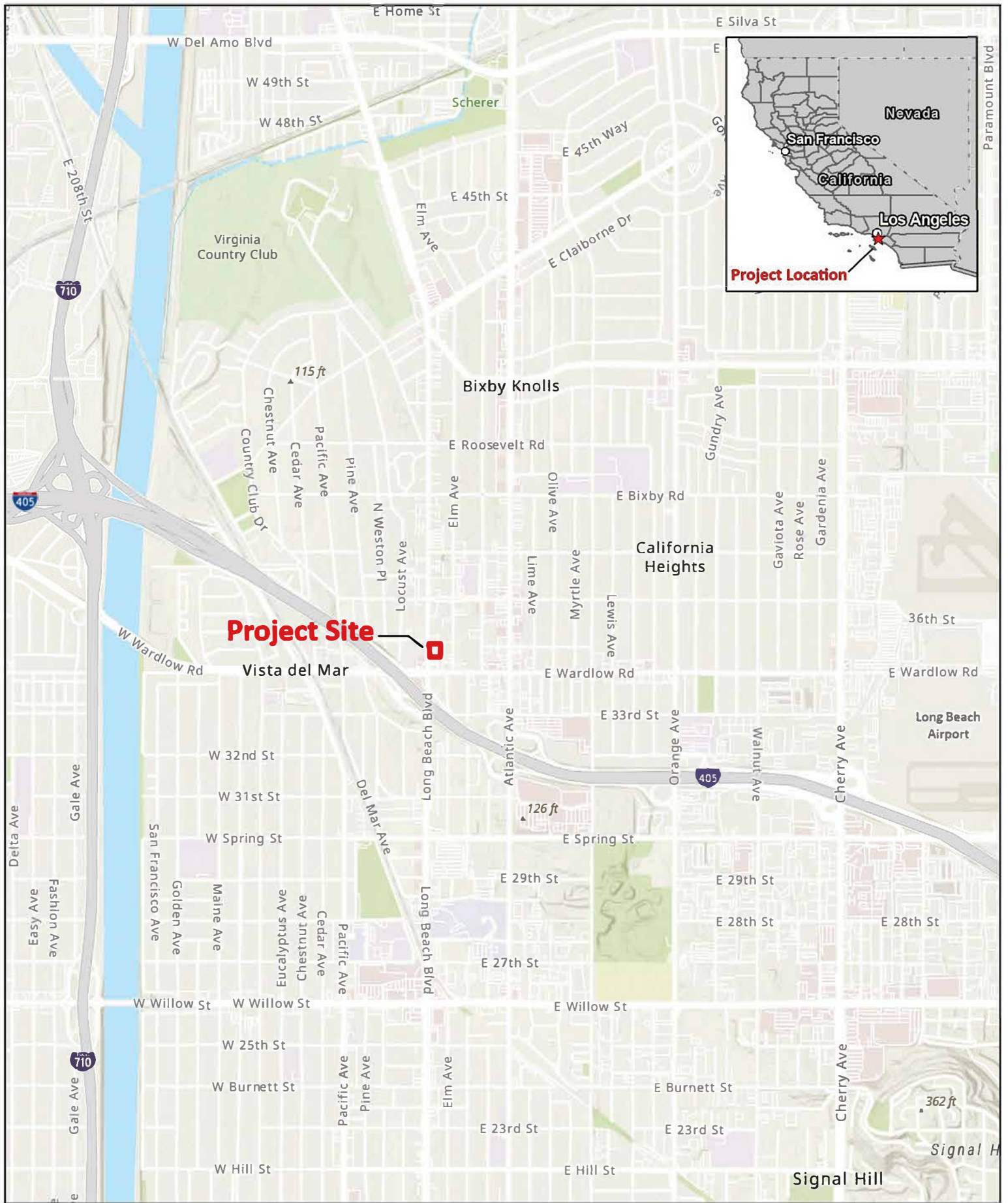
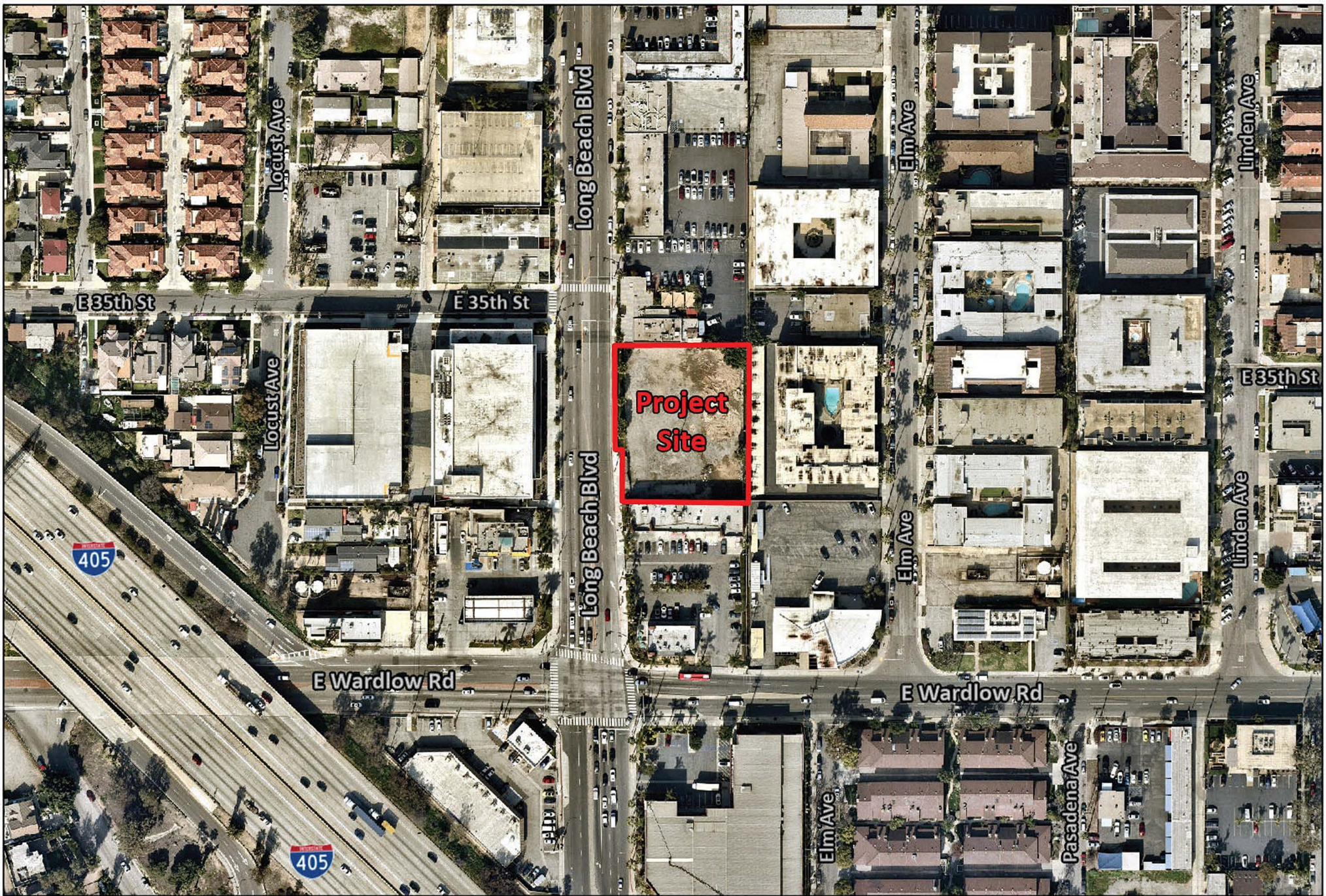


FIGURE 2.1-1: Regional Vicinity Map
 FIRST CITIZENS BANK & TRUST - LONG BEACH PROJECT



0 80 160 320 Feet

FIGURE 2.2-1: Local Vicinity Map

FIRST CITIZENS BANK & TRUST - LONG BEACH PROJECT

2.3 Project Characteristics

2.3.1 Project Overview

The proposed Project is depicted on **Figure 2.3-1: Conceptual Site Plan**. As shown, the Applicant proposes to develop an approximately 12,469 GSF, two-story office/bank building on three parcels (APN: 7145-006-010, -011, -012). A lot merger is proposed as part of the Project to combine the three parcels into one. The building would have a FAR of 0.34. The net occupiable building space is 7,821 SF. The proposed building height would be 34 feet and would not exceed two stories, with the exception of a 51-foot tower.⁵ The proposed building would be situated in the northeast corner of the proposed Project site with parking areas provided to the west and south of the building. A total of 44 vehicular parking stalls are proposed. Eight of the proposed parking stalls would accommodate electric vehicles, providing access to an electric vehicle charging station. Vehicular access to the proposed Project site would be provided via a single driveway from Long Beach Boulevard. A marked pedestrian walkway would connect the sidewalk along Long Beach Boulevard with the front of the proposed building. The proposed Project would include a walk-up Automated Teller Machine (ATM); however, the proposed Project would not include a drive-thru teller or drive-thru ATM facility.

The proposed Project would include grading and minimal amounts of excavation necessary for installation of utilities to the proposed building. The proposed land use is typically a permitted use by right in the CCA Zoning District. However, because of Project-related excavation, the proposed Project's location in the City's methane zone, and the presence of decommissioned and plugged oil wells on the Project site, the proposed Project is subject to the City's methane gas mitigation ordinance, which states that methane gas mitigation is required for all newly constructed buildings to be located "...less than or equal to three hundred (300) feet from any active, or one hundred (100) feet of an idle and/or abandoned oil/gas well."⁶

To comply with Section 18.78.080 and Chapter 18.79 of the LBMC, the Applicant is proposing to install a Vapor Intrusion Mitigation System (VIMS) to limit potential vapor intrusion impacts and to develop a site-specific Soil Management Plan to excavate and treat contaminated soils during construction. A waiver from LBE Abandonment Standards for the two unverified wells described in Section 2.2.1 has not been granted by the City as of the date of this Initial Study. However, if approved, project design features and/or mitigation measures determined to be acceptable by the City will be included as part of the Project and described in an EIR.

2.3.2 Architectural Design

The proposed building would be located toward the northeastern corner of the proposed Project site, with parking areas situated to the west and south. The building would feature two stories, approximately 15-feet each, and an approximately 16-foot hipped roof. The main building height

⁵ LBMC zoning regulations (§ 21.15.1330) define the height of a building with a sloped roof as "the vertical distance above grade to the midpoint height of the highest sloped roof." For the proposed building, this distance amounts to 34 feet, although the peak of the building (the roof ridge) is 42 feet above grade and the tower is 51 feet above grade.

⁶ LBMC, Chapter 18.79.

would be approximately 34 feet in height, and 42 feet above grade. An approximately 51-foot tower, featuring a square bell roof topped with a finial, would be incorporated in the center front of the building. The roof would be copper clad, featuring copper rain gutters and downspouts, underlaid by dark wood corbels. The building exterior would be treated with a white exterior insulation finish system (stucco). The first floor of the building would feature an arcade along the front of the building. An array of photovoltaic (PV) solar panels would be mounted on the roof at the rear of the building and channelized signage identifying the bank would be mounted on the front tower. An eight-foot, stucco-covered perimeter wall would be constructed along the northern, eastern, and southern edges of the property. The western side fronting Long Beach Boulevard, would remain open to the street. The proposed building would be architecturally distinct, in terms of scale and color, but would be of similar size and height as surrounding buildings and would contribute to the eclectic architecture of the surrounding area.

2.3.3 Open Spaces and Landscaping

The existing landscaping on the proposed Project site, as described in Section 2.2.1, would be removed and the proposed Project would include landscaping throughout the parking area, around the periphery of the proposed Building, and along the proposed Project site boundaries. The proposed landscape plan is depicted on **Figure 2.3-2: Landscape Plan**. The proposed vegetation includes various trees, shrubs, and other ground cover vegetation. The proposed Project's open space/landscaping would represent approximately 20 percent of the proposed Project site. Landscaping for the proposed Project would be consistent with the requirements of the City's Municipal Code (LBMC) Chapter 21.42, *Landscaping Standards*.

2.3.4 Parking and Access

The City's parking regulations, found in LBMC Chapter 21.41, *Off-Street Parking and Loading Requirements*, identify the required number of parking spaces for particular land uses. Banks require a minimum of five parking spaces per 1,000 SF of gross floor area (GFA). The net occupiable building space is 7,821 SF, and it is anticipated a minimum of 39 parking spaces would be required based on the LBMC's definition of GFA.⁷ However, under the most conservative estimates accounting for all 12,469 SF of the proposed building, the LBMC could require up to a minimum of 63 parking spaces.

As previously described, a total of 44 vehicular parking stalls are proposed. Eight of the proposed parking stalls would accommodate electric vehicles, providing access to an electric vehicle charging station. While Zoning Regulations establish a minimum parking standard, new State Legislation such as Assembly Bill 2097 (AB 2097), adopted September 2022, prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, that is located within 1/2 mile of public transportation. The Project Site is located within one half-mile of high-quality public transportation. As such, the Project is not required to provide the 63 parking spaces determined

⁷ Per LBMC Chapter 21.41 (§ 21.41.216), Gross Floor Area (GFA) excludes utility and elevator cores, stairwells and restrooms.

by the Zoning Regulation. However, the proposed parking spaces are still subject to development standards of the Zoning Regulations.

Vehicular access to the proposed Project site would be provided via one driveway at Long Beach Boulevard. The driveway would provide access to the on-site parking spaces. Adjacent to the driveway, a marked pedestrian walkway would connect the sidewalk along Long Beach Boulevard with the walk-up ATM at the front of the proposed building.

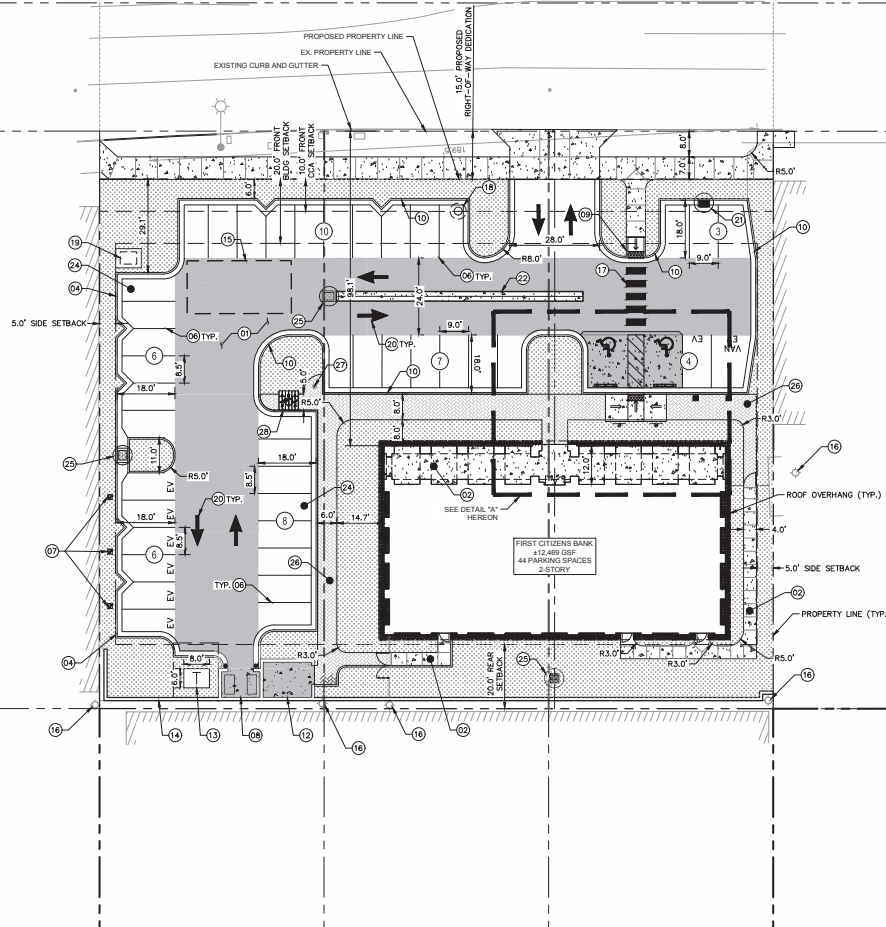
2.3.5 Utilities and Infrastructure

Electric power would be provided to the proposed Project site by Southern California Edison and supplemented by a PV solar panel array installed on the back side of the proposed building roof. Water and sewer service would be provided by Long Beach Water. The proposed Project would not use natural gas; however natural gas service in the area is provided by the City of Long Beach Utility Services. Trash and recycling collection would be provided by City of Long Beach Utility Services.

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LONG BEACH BOULEVARD

SEE OFFSITE PLANS
FOR WORK WITHIN
PUBLIC RIGHT-OF-WAY



GRAPHIC SCALE IN FEET
0 10 20 40



SITE CONSTRUCTION NOTES

- 01 CONSTRUCT HEAVY DUTY ASPHALT.
- 02 CONSTRUCT STANDARD DUTY CONCRETE.
- 03 CONSTRUCT HEAVY DUTY CONCRETE.
- 04 CONSTRUCT 6" CURB AND GUTTER.
- 05 INSTALL ADA SIGNAGE AND MARKINGS.
- 06 INSTALL STANDARD PARKING STRIPING.
- 07 INSTALL ELECTRIC VEHICLE CHARGING STATION (EVCS).
- 08 CONSTRUCT TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- 09 CONSTRUCT DEPRESSED CURB RAMP.
- 10 CONSTRUCT 6" SPILL CURB AND GUTTER.
- 11 INSTALL WHEEL STOP.
- 12 CONSTRUCT MECHANICAL COURTYARD. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- 13 CONSTRUCT TRANSFORMER EASEMENT AREA.
- 14 CONSTRUCT EP'S CLAD BLOCK WALL.
- 15 PRE-CAST CONCRETE RAINWATER HARVESTING TANK.
- 16 EXISTING POWER POLE TO REMAIN.
- 17 CONSTRUCT 6.0' WIDE CROSSWALK.
- 18 STORM WATER QUALITY PRETREATMENT UNIT.
- 19 PROPOSED MECHANICAL SKID.
- 20 INSTALL DIRECTIONAL ARROWS.
- 21 PROPOSED SIDEWALK INLET STRUCTURE.
- 22 CONSTRUCT CONCRETE VALLEY GUTTER.
- 23 ATM AND NIGHT DEPOSIT BOX CONNECTED TO BUILDING.
- 24 CONSTRUCT STANDARD DUTY ASPHALT.
- 25 CATCH BASIN.
- 26 INSTALL PAVERS LAID IN HERRINGBONE PATTERN ON 45-DEGREE BIAS TO BUILDING ENTRANCE. SEE HARDSCAPE PLANS FOR ADDITIONAL INFORMATION.
- 27 PROPOSED FLAG POLE.
- 28 PROPOSED BICYCLE RACK.

SITE LEGEND

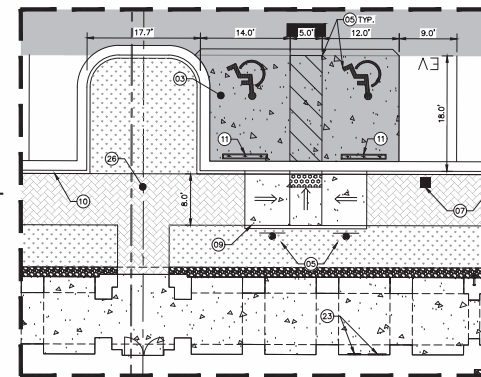
- PROPERTY LINE
- SETBACK LINE
- STANDARD CURB AND GUTTER
- SPILL CURB AND GUTTER
- PARKING SPACE COUNT
- SIGN (SEE PLAN)
- WHEEL STOP
- ACCESSIBLE PARKING MARKING (V INDICATES VAN ACCESSIBLE)
- DIRECTIONAL PAVEMENT ARROWS
- DEPRESSED CURB RAMP
- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- STANDARD DUTY CONCRETE
- HEAVY DUTY CONCRETE
- PAVERS - SEE HARDSCAPE PLAN FOR ADDITIONAL INFORMATION
- LANDSCAPE PER LANDSCAPE PLANS

SITE DATA TABLE

| | |
|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SITE ADDRESS: | 3450 LONG BEACH BOULEVARD, LONG BEACH, CALIFORNIA 90807 |
| COORDINATES: | 28.18984 N 118.10886 W |
| AIR #: | 7145.005/010, 011, & 012 |
| LOT AREA: | 9.86 AC |
| ZONING: | COMMUNITY COMMERCIAL AUTOMOBILE ORIENTED (CCA) AND WITHIN HIGH-RISE OVERLAY DISTRICT (HR-4) |
| WATERSHED: | COMPTON CREEK/LOS ANGELES RIVER WATERSHED |
| FLOOD PLAIN: | ZONE X |
| BUILDING SETBACKS: | FRONT: 10-FT (CCA) 10-FT (HR-4 IF BUILDING UNDER 45-FT); 20' (HR-4 IF BUILDING OVER 45-FT); REAR AND SIDE: 5-FT IF ADJACENT TO NON-RESIDENTIAL & 20-FT IF ADJACENT TO REAR YARD OF RESIDENTIAL DISTRICT (CCA) |
| LANDSCAPE BUFFER: | REQUIRED ON ALL 4 SIDES IF BUILDING HEIGHT OVER 45-FT |
| MAX. IMPERVIOUS: | NO MORE THAN 30% OF ON-SITE AREA NOT COVERED BY STRUCTURES, DRIVEWAYS, AND APPROVED PARKING. |
| PROP. IMPERVIOUS: | 28,615 SF (0.66 AC.) 0.66 / 0.86 = 77% IMPERVIOUS |
| SIDEWALK AND ENCLOSURE AREA: | SIDEWALK: 2,800 SF ENCLOSURES: 275 SF TOTAL IMPERVIOUS NOT STRUCTURES/DRIVEWAYS/PARKING: 15,130 SF |
| PROP. PERVIOUS: | 8,611 SF 0.2 / 0.86 = 23% = 30% |
| MAX. F.A.R.: | NO F.A.R. REQUIREMENT PER CCA ZONING |
| MAX. BUILDING HEIGHT: | 2 STORIES, 28-FT (CCA); 4 STORIES (HR-4) |
| PROP. BUILDING HEIGHT: | 41'-0" |
| MIN. LOT SIZE: | 10,000 SF |
| MAX. BUILDING SIZE PER PARKING REQUIREMENT: | 12,489 SF GROSS FLOOR AREA (GFA) |
| PROP. BUILDING SIZE: | 7,907 SF |
| PARKING REQUIRED: | 5 SPACES PER 1,000 GFA 12,489 SF / 1,000 SF = 12.5 12.5 * 5 SPACES = 63 SPACES REQUIRED 7 EV SPACES REQ., 2 EVCS REQ. |
| PARKING PROVIDED: | 2 ADA SPACES, 8 EV SPACES, 34 STANDARD SPACES TOTAL: 44 SPACES |

BUILDING DATA:
8,600 SF ALLOWABLE = 7,907 SF PROVIDED
5,347 SF (1ST OCC)
4,960 SF (2ND OCC)

SPRINKLED
1,251 SF EXTERIOR ARCADE
6,167 GSF FOOTPRINT (1ST FLR)
6,362 GSF (2ND FLR PERIMETER)
12,489 GROSS BUILDING SF



DETAIL "A"

SCALE: 1"=10'



SOURCE: Conceptual Site Plan Preliminary Layout dated April 12, 2023

Figure 2.3-1: Conceptual Site Plan
FIRST CITIZENS BANK - LONG BEACH PROJECT

2.4 Project Construction Activities and Phasing

Project construction is anticipated to occur as a single-phase, lasting approximately 14 months, beginning as early as the fourth quarter of 2024, and ending the third quarter of 2026. For purposes of this environmental analysis, opening year is assumed to be 2026.

2.5 Agreements, Permits, and Approvals

As Lead Agency, the City would have discretionary approval authority over the proposed Project. To implement the proposed Project, at a minimum, the following discretionary permits/approvals must be granted by the City and others:

- Site Plan/Architectural Review to ensure that all proposed uses which involve new construction requiring building permits are compatible with surrounding uses and the community as a whole and include adequate public improvements and infrastructure to prevent any conflict with the General Plan.
- Lot Merger to redraw parcel boundaries combining three parcels into one.
- Public Works Permits to allow for off-site improvements in the public right of way

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3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 Background

| | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Project Title: First-Citizens Bank– Long Beach Project |
| 2. | Lead Agency Name and Address: City of Long Beach Community Development Department 411 W. Ocean Boulevard, 3rd Floor, Long Beach, CA 90802 (562) 570-6194 |
| 3. | Contact Person and Phone Number: Elijio Sandoval (562) 570-6952 |
| 4. | Project Location: 3450-3470 Long Beach Boulevard, Long Beach, CA 90807 Assessor Parcel Numbers 7145-006-010, 7145-006-011, 7145-006-012 |
| 5. | Project Sponsor's Name and Address: First Citizens Bank 100 E. Tryon Road, DAC-41 Raleigh, NC 27603 |
| 6. | General Plan Designation: Community Commercial (CC) Placetype. |
| 7. | Zoning: Community Commercial Automobile-Oriented (CCA) District; High-Rise Overlay (HR-4) District |
| 8. | Description of Project: See Section 2.3: Project Characteristics |
| 9. | Surrounding Land Uses and Setting: See Section 2.2.1: On-Site and Surrounding Land Uses |
| 10. | Other public agencies whose approval is required (e.g., permits): None |
| 11. | Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? See Section 4.18, Tribal Cultural Resources. |

3.2 Environmental Factors Potentially Affected

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

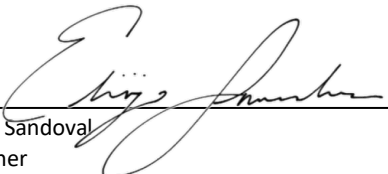
- | | | |
|--------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources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

Lead Agency Determination

On the basis of this Initial Study:

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. | |
| I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. | |
| I find that the proposed Project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required. | X |
| I find that the proposed Project MAY have a potentially significant or a potentially significant unless mitigated impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. | |
| I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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. | |

CITY OF LONG BEACH


Elijo Sandoval
Planner

07/03/2024

Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses except “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on site and off site, project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.
- **Less Than Significant With Mitigation Incorporated.** The project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the project’s physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the project’s impacts and identify mitigation.

4.1 Aesthetics

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Except as provided in Public Resources Code § 21099, would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | | | X | |
| b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway? | | | | X |
| c) If in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | X | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | X | |

Impact Analysis

4.1a Would the Project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is commonly defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The Urban Design Element of the City of Long Beach General Plan identifies several important vistas in the City, including views of downtown Long Beach from mid-City, views from Los Cerritos Park, views across the Long Beach Skyline, the view along Alamitos Avenue south to the Villa Riviera Hotel; views within El Dorado Park; the view down 3rd Street to the cranes at the Port of Long Beach; views along Ocean Boulevard; the view from Bluff Park to the Pacific Ocean and Belmont Pier; the view from Queensway Bay and Shoreline Park to the Queen Mary; and the view from Los Coyotes Drive to the San Gabriel Mountains.⁸ The Urban Design Element also identifies scenic routes. Currently, Ocean Boulevard and Livingston Drive constitute City-designated scenic routes. By 2030, the City-designated system of scenic routes will be expanded to include Ocean Boulevard on the Belmont Peninsula, the Promenade in downtown Long Beach, the Los Angeles River and San Gabriel River corridors, Appian Way along the Colorado Lagoon, Marine Stadium, Studebaker Road, the approach road to Rancho Los Cerritos, and the entire stretch of Pacific Coast Highway.⁹

⁸ City of Long Beach, *City of Long Beach General Plan 2040*, Urban Design Element, December 2019.

⁹ *Id.*

Typically, a project can affect a scenic vista in one of 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 proposed Project is not situated in one of the areas with scenic vistas or along a scenic route as identified in the City’s General Plan. The proposed Project would construct a two-story building in a highly urbanized area, surrounded by existing development. The proposed Project would be located immediately adjacent to a mid-century, single-story restaurant to the north. The restaurant building is covered in beige stucco with a terra cotta tiled roof and reflects vernacular architectural elements typical of Southern California in the late 1970s and early 1980s. A contemporary single-story shopping center featuring art deco design elements borders the proposed Project site to the south. A three-story, mid-century, multifamily residential building, featuring 51 apartments, borders the proposed Project site to east. Long Beach Boulevard, a six-lane roadway, borders the proposed Project site to the west. A newly constructed, four-story office building of contemporary design is located opposite the proposed Project site, across Long Beach Boulevard. The surrounding buildings were constructed between 1963 and 2022, and the eclectic architecture reflects varying architectural styles popular during the time periods in which the buildings were constructed or renovated.

The proposed building is two stories tall and would be shorter in height than the three-story multifamily residential building that borders the proposed Project site to the east as well as the four-story office building across from the proposed Project site on Long Beach Boulevard. The height and footprint of the proposed building would be consistent with those of the other buildings in the surrounding area. Views to and from the proposed Project site would be limited by the surrounding existing development. Accordingly, the proposed building would not have an adverse effect on a scenic vista, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.1b 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 proposed Project site faces Long Beach Boulevard to the west. Long Beach Boulevard is not an eligible or officially designated State Scenic Highway.¹⁰ The nearest eligible State Scenic Highway is a segment of California State Route 1 (SR 1) that terminates approximately 3.5 miles southeast of the proposed Project site. Accordingly, the proposed Project would have no impact on scenic resources within a State Scenic Highway and this issue will not be carried forward for further analysis in the EIR.

¹⁰ California Department of Transportation. *California State Scenic Highway System Map*. <<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>> (accessed April 21, 2023).

4.1c If in a non-urbanized area, 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 publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed Project is located in a highly urbanized area on a currently vacant site surrounded by developed office, residential, and commercial uses. The proposed Project would construct a single two-story building approximately 34 feet in height. As discussed in Response 4.1a, the building would be of similar size and height as surrounding buildings and would contribute to the eclectic architecture of the surrounding area. The proposed Project would be subject to the development standards and regulations of the CCA Zoning District, including standards governing maximum allowable building heights and scenic quality. For example, as part of the City's site plan review process, the proposed Project would be required to demonstrate compliance with LBMC Section 21.32.225, *Screening Required*, Section 21.32.230, *Design of Buildings*, Section 21.32.255, *Landscaping Requirements*, Chapter 21.42, *Landscaping Standards*, Chapter 21.42, *Fences and Garden Walls*, and Chapter 21.32.265, *On-Premises Signs*. Therefore, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts on scenic quality would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.1d 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 proposed Project site is located in a well-developed, highly urbanized environment. Existing outdoor lighting in areas around the proposed Project site includes street lighting along Long Beach Boulevard and lighting from surrounding residential, office, and commercial buildings. The proposed Project would require new exterior lighting on the proposed building, as well as in the surrounding parking and landscaped areas. At night, interior lighting would also emanate from windows in the proposed building.

While the proposed Project would introduce new light sources, lighting developed as part of the Project would be required to comply with LBMC Section 22.30.110, *Lighting Design for Safety*, and Section 21.41.259, *Parking Areas – Lighting*, which requires all building and parking lot lighting to be consistent with the applicable standards of the Illuminating Engineering Society of North America and in the case of building and pedestrian lighting the International Dark Sky Association standards to prevent over lighting of structures and spaces. All parking lot lighting is required to be directed and shielded to prevent light and glare from intruding onto adjacent sites, and light standards are not to exceed the building height and be appropriately spaced from adjacent property lines. As the proposed Project is situated in an urban area that is already well illuminated, lighting from the proposed Project would be similar to existing conditions in areas surrounding the proposed Project site. Nighttime views in the area would not be affected by light generated by the proposed Project.

Glare can be caused by the reflection of sunlight or artificial light from finished surfaces like window glass or other reflective materials. The proposed Project would not involve the use of highly reflective materials known to cause such glare. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.2 Agricultural and Forestry Resources

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))? | | | | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | X |
| 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? | | | | X |

Impact Analysis

- 4.2a *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?*
- 4.2b *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 4.2c *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Code § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?*
- 4.2d *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

4.2e 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. While small areas of Unique Farmland are mapped within the City, no Prime Farmland or Farmland of Statewide or Local Importance are present.¹¹ The closest area of Unique Farmland to the proposed Project site is located approximately 1.5 miles to the northwest. There are no lands subject to a Williamson Act Contract within the City.¹² The proposed Project site is in the CCA Zoning District, which does not include agriculture, forest land, or timberland among its permitted uses. While agriculture is included as a permitted use in some of the City's zoning districts, the City's zoning ordinance does not include agriculture as a permitted use in the CCA Zoning District, nor does it provide zoning for agricultural, forest land, or timberland land uses. Accordingly, the proposed Project would have no potential to convert farmlands to nonagricultural use, would not conflict with zoning for agricultural use or any Williamson Act contracts, would not conflict with forest land or timberland zoning, result in the loss of forest land, or the conversion of farmland or forest land to non-agricultural or non-forestland use and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

¹¹ California Department of Conservation, 2016. *California Important Farmland Finder*. <<https://maps.conservation.ca.gov/dlrp/ciff/>> (accessed April 21, 2023).

¹² California Department of Conservation, 2016. *Williamson Act/Land Conservation Act*. <<http://www.conservation.ca.gov/dlrp/lca>> (accessed April 21, 2023).

4.3 Air Quality

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | X | | | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard? | X | | | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | X | | | |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | X | | | |

Impact Analysis

- 4.3a *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*
- 4.3b *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?*
- 4.3c *Would the Project expose sensitive receptors to substantial pollutant concentrations?*
- 4.3d *Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Potentially Significant Impact. The City is within the South Coast Air Basin (SCAB), which is under South Coast Air Quality Management District's (SCAQMD) jurisdiction. The SCAQMD prepared the 2022 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. Project construction activities would generate temporary emissions from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and movement of construction equipment. Operational emissions generated by the proposed Project would be associated with area sources, energy sources, generator sources, and mobile sources. As a result, the proposed Project could generate air emissions that exceed SCAQMD thresholds or result in a cumulatively considerable net increase to criteria pollutants.

The generation of air pollutants associated with construction and operation of the proposed Project will be analyzed in an EIR to assess potential conflicts with the 2022 AQMP and determine whether significant impacts would occur. The EIR will also analyze impacts related to the exposure of sensitive receptors to pollutant concentrations or other emissions such as odors.

4.4 Biological Resources

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X | |
| 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? | | | X | |
| 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? | | | | X |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | X | |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | X |

Impact Analysis

4.4a *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 Game or U.S. Fish and Wildlife Service?*

Less than Significant Impact. As discussed in Section 2.2.1, the proposed Project site is highly disturbed and is largely devoid of vegetation. The potential for finding any special-status plant or wildlife species on the proposed Project site is very low. In addition, the area surrounding the Project site is highly urbanized and does not support habitat for candidate, sensitive, or special-

status plant species. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.4b 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?

4.4c 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?

Less than Significant Impact. The proposed Project site is highly disturbed and located in an urbanized area. There are no wetlands or riparian habitats found on or near the proposed Project site. The nearest wetlands (riverine and freshwater emergent wetlands) are found at the Los Angeles River, approximately one mile west of the proposed Project site.¹³ Project construction would be limited to the proposed Project site and would not affect the Los Angeles River. The proposed Project includes an erosion control plan and a drainage plan that provides for development of a rainwater harvesting tank, a catch basin, a storm water quality pretreatment unit, and other features to utilize stormwater onsite and improve water quality before it enters the City's stormwater drainage system. Accordingly, impacts on riparian and wetland habitat due to stormwater runoff would be less than significant and this issue will not be carried forward for further analysis in the EIR.

4.4d 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?

No Impact. The proposed Project site is in a highly urbanized environment and is surrounded by development to the north, east, and south. Long Beach Boulevard, a major thoroughfare, borders the proposed Project site to the west. Accordingly, the proposed Project site is not part of a wildlife movement corridor, nor does it serve as a wildlife nursery site.

Project construction would involve removing seven California fan palm trees on the Project site that may provide suitable nesting habitat for avian species protected by the Migratory Bird Species Act (MBTA) (16 USC, Sec. 703, Supp. 1, 1989) and the California Fish and Game Code (CFG) (Sections 3500 and 3800). However, any clearing and grubbing activities occurring during the avian breeding season (February 1 – August 30) would be carried out in accordance with requirements of the MBTA and CFG to ensure migratory bird species are not impacted. Therefore, the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites, and no impact would occur. This issue will not be carried forward for further analysis in the EIR.

¹³ United States Fish and Wildlife. *National Wetlands Inventory*. <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>> (accessed May 9, 2023).

4.4e Would the Project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The proposed Project site is located in an urbanized area and is highly disturbed with minimal vegetation. The proposed Project would not affect any protected biological resources. There are currently seven California fan palm trees located on the periphery of the proposed Project site: four palm trees bordering Long Beach Boulevard, a cluster of two palm trees located in the northeast corner of the proposed Project site, and a single palm tree located on the eastern side of the proposed Project site, towards the southeast corner. These trees would be removed as part of the proposed Project and replaced with new landscaping, including trees. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not conflict with the City's policies. Accordingly, the proposed Project would not conflict with local policies or ordinances protecting biological resources, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.4f Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed Project site not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Accordingly, there would be no impact and this issue will not be carried forward for further analysis in the EIR.

4.5 Cultural Resources

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | | | | X |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | X | | | |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | | | X | |

Impact Analysis

4.5a Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The proposed Project site is vacant and highly disturbed. Historical uses on the proposed Project site included oil production beginning in the 1920s. Equipment associated with oil drilling activities included platforms, rigs, above ground tanks, and associated piping. A small commercial building was developed on the proposed Project site in the 1950s, and the site was used for vehicle or equipment storage in the 1970s. The commercial building and all oil drilling equipment has been removed from the Project site. As described in Section 2.0, records indicate that up to four oil wells, referred to as Cherokee #1, Cherokee #2, Featherstone #15, and Bunny #1, were known to have existed on the Project site. Two wells (Cherokee #1 and Cherokee #2) were abandoned to current standards; however, Featherstone #15 and Bunny #1 have not been abandoned to current standards and cannot be located on the Project site.¹⁴ There are currently no structures or historic properties on the proposed Project site. Accordingly, the proposed Project would not cause any adverse change to the significance of any historical resource, and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

¹⁴ Phase I Environmental Site Assessment Commercial Property - Long Beach, CA; 3450 and 3470 Long Beach Boulevard; Terracon Consultants, Inc.; August 23, 2022.

4.5b Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. Construction activities for the proposed Project would involve grading and minimal amounts of excavation. While there are no known archaeological resources on or around the proposed Project site, the proposed earthwork activities could uncover previously unknown archaeological resources. The EIR will evaluate the potential of the proposed Project to impact archaeological resources or burial resources as a result of the proposed earthwork activities.

4.5c Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. Interference with human burial remains, including Native American burial remains in archaeological sites, is illegal under State law (see California Health and Safety Code §§ 7050.5, 7051, and 7052). The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during Project development, including the treatment of remains prior to, during, and after evaluation and reburial procedures.

The proposed Project would not include extensive excavation or grading with likelihood to disturb subsurface materials. However, in the event of an accidental discovery of human remains, State Health and Safety Code § 7050.5(b) requires no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC § 5097.98. Pending direction from the Coroner and/or City, the Applicant shall be responsible for ensuring that the Native American Heritage Commission (NAHC) and the appropriate Native American representatives are contacted, and in turn that the NAHC notifies those persons it believes to be most likely descended from the deceased to determine disposition. Compliance with state law, including the requirements of State Health and Safety Code § 7050.5 will ensure that any impacts are less than significant. This issue will not be carried forward for further analysis in the EIR.

4.6 Energy

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

Background: Building Energy Efficiency Standards

2022 Energy Code

The Building Energy Efficiency Standards (CCR Title 24, Part 6) were first adopted in 1976 by the State Building Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) and have been updated periodically since then, as directed by statute. CCR Title 24, Part 6 was adopted to ensure the design of building shells and building components to conserve energy. The periodic updates allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards (2019 Title 24 Standards), which went into effect on January 1, 2020. On August 11, 2021, the CEC adopted the current Building Energy Efficiency Standards (2022 Energy Code). In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among the features of the 2022 Energy Code are encouraged use of efficient electric heat pumps, establishment of electric-ready requirements for new homes, expansion of solar photovoltaic and battery storage standards, and strengthened ventilation standards. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

CALGreen

The California Green Building Standards Code (CALGreen) is a mandatory Statewide construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development in 2009. CALGreen requires new commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional energy efficient measures in the five topical areas.

Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard (RPS) program¹⁵ with the goal of increasing the annual percentage of renewable energy in the State's electricity mix by the equivalent of at least one percent of sales, with an aggregate total of 20 percent of sales by 2017. The California Public Utilities Commission (CPUC) subsequently accelerated the 2017 goal to be met by 2010 for retail sellers of electricity (Public Utilities Code § 399.15(b)(1)). In 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, increasing the target to 33 percent renewable energy by 2020. Governor Schwarzenegger continued California's commitment to the RPS by signing Executive Order S-21-09 in 2009, which directs the CARB under its AB 32 authority to enact regulations to help the State meet its RPS goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all the State's load-serving entities to meet this target. In October 2015, Governor Jerry Brown signed into law Senate Bill (SB) 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. SB 100, enacted in 2018, revised the program's goal to achieve the 50 percent renewable resources target by December 31, 2026 and established a 60 percent renewable resources target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western electric grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Impact Analysis

4.6a 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.

Electricity

Southern California Edison (SCE) provides electricity to the City. SCE provides electricity to more than 15 million people in an area of 50,000 square miles. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 gigawatt hours (GWh)—or 12 billion kilowatt hours (kWh)—between 2015 and 2026.¹⁶

The proposed Project's construction-related electrical demand is anticipated to be nominal because most construction equipment would be gas- or diesel-powered.

Electricity for proposed building operations will largely be served by existing SCE electrical infrastructure. As the Project proposes to develop a relatively small (12,469 SF) two-story

¹⁵ The RPS is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

¹⁶ California Energy Commission, 2018. California Energy Demand 2018-2030 Revised Forecast. Figure 49 Historical and Projected Baseline Consumption SCE Planning Area.

office/bank building with lighted parking areas, the estimated operational electrical demand would represent a minor increase in demand compared to the overall demand in the SCE service area. Some electric power demand at the proposed Project site would be supplemented by the PV solar panel array installed on the back side of the proposed building roof. In addition, the Project (i.e., design and materials) would be subject to compliance with the 2022 Energy Code. Prior to Building Permit issuance, the City of Long Beach Building Division would review and verify that the proposed Project site plans demonstrate compliance with the 2022 Energy Code. The proposed Project would also be required to comply with the California Green Building Standards Code (CCR, Title 24, Part 11) (CALGreen), which establishes planning and design standards for sustainable site development, energy efficiency (more than CEC requirements), water conservation, material conservation, and indoor air quality control. The proposed Project would also be required to comply with City of Long Beach Climate Action Plan (CAP), which encourages the use of energy efficient products including efficient lighting, energy monitoring systems, cool and green roofs, insulation and efficient heating, ventilation, and air conditioning (HVAC) systems, as well as investments in efficient building practices, weatherization, and renewable energy systems for businesses. Furthermore, the CAP requires that the proposed Project incorporate Title 24 green building requirements and encourages development projects to exceed CALGreen standards. Therefore, Project construction and operations would not result in wasteful, inefficient, or unnecessary consumption of electrical resources.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas service to the City; however, the proposed Project will not employ natural gas. The existing natural gas lines to the proposed Project site will be capped. No construction-related natural gas demand is anticipated since most construction equipment would be gas- or diesel-powered. Therefore, proposed Project construction and operations would not result in wasteful, inefficient, or unnecessary consumption of natural gas resources.

Fuel

During Project construction, transportation energy use would depend on the type and number of trips, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would be from transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel/gasoline. The use of energy resources by these vehicles would fluctuate according to the construction phase and would be temporary. Most construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or construction of new infrastructure. Further, construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation," which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed Project would comply with the California RPS, the Clean Energy and Pollution Reduction Act of 2015 (SB 350). Compliance with

local, State, and federal regulations would reduce short-term energy demand during construction to the extent feasible, and Project construction would not result in a wasteful or inefficient use of energy resources.

During Project operations, energy consumption would be associated with employee and customer trips, and periodic delivery truck trips and maintenance and repair crew trips. Los Angeles County's annual gasoline fuel use in 2022 was 3.9 billion gallons. The County's annual diesel fuel use in 2022 was 599.9 million gallons. Given that the Project proposes relatively small office and bank uses of less than 12,469 SF, the estimated operational gasoline and diesel fuel demand would represent a less than significant percent increase compared to the County's overall demand. The Project proposes an office/bank building development near existing services and near the I-405, reducing the need to travel long distances to a major highway and services. Consequently, the proposed Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. As neither Project construction or operations would result in wasteful, inefficient, or unnecessary consumption of energy resources, any impacts would be less than significant.

4.6b Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Project design and operations would be subject to compliance with State Building Energy Efficiency Standards, appliance efficiency regulations, and CALGreen. As discussed in Response 4.6a, Project construction and operations would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG) establishes emissions goals for automobiles and light-duty trucks to achieve the per-capita greenhouse gas (GHG) emission reduction target of 19 percent by 2035, consistent with both the AB 32 target date and Executive Orders 5-03-05 and B-30-15 GHG reduction goals.¹⁷ The proposed Project is consistent with regional strategies to reduce passenger VMT (and thereby reduce transportation energy consumption) by providing community-serving uses in proximity to residences. The proposed Project would be consistent with regional goals to reduce trips and VMT by locating office uses adjacent to other uses, which reduces vehicle trip lengths. The proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and any impacts would be less than significant.

¹⁷ Southern California Association of Governments, 2024. *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Adopted April 4, 2024. <<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547>> (accessed May 13, 2024).

4.7 Geology and Soils

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | | | | X |
| ii) Strong seismic ground shaking? | | | X | |
| iii) Seismic-related ground failure, including liquefaction? | X | | | |
| iv) Landslides? | | | | X |
| b) Result in substantial soil erosion or the loss of topsoil? | | | X | |
| 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? | X | | | |
| 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? | X | | | |
| 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? | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | X | | | |

Impact Analysis

4.7ai Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). No Holocene-active faults are known to cross the Project site, and the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Holocene-active faults are the Cherry Hill Fault, located approximately 0.36 miles south of the Project site, and the Northeast Flank Fault, located approximately 1.8 miles southeast of the site.¹⁸ Therefore, the Project would not expose people or structures to adverse effects involving rupture of a known earthquake fault, and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

4.7aii Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?

Less Than Significant Impact. As previously mentioned, the Project is not located within an Alquist-Priolo Earthquake Fault Zone. However, as stated in Response 4.1ai, there are several known faults near the Project site. The City's location in Southern California is characterized by high regional seismicity. Ground shaking originating from earthquakes along active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults.

Should the faults described above rupture, there is potential for moderate to intense seismic ground shaking at the Project site. Accordingly, the Project could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on a site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the site and epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process.

LBMC Chapter 18.40, *Building Code*, incorporates the California Building Standard's Commission's (CBSC) most recent 2022 California Building Code (CBC), including standards that address seismic resistance. CBSC design standards correspond to the level of seismic risk in a given location and

¹⁸ California Department of Conservation, Earthquake Zones of Required Investigation Map, CGS Alquist Priolo Fault Zones
<<https://maps.conservation.ca.gov/cgs/eqzapp/app/>> (accessed May 9, 2023).

are intended to protect public safety and minimize property damage, as well as specify design requirements to minimize the effects of potential earthquake hazards. The Project would be subject to compliance with all applicable regulations in the CBC. Following compliance with standard engineering practices and the established regulatory framework (i.e., LBMC and CBSC), potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.7a.iii Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The Project site's location in Southern California is characterized by high regional seismicity and there are numerous active faults in the region. The proximity of these faults places the Project area at potential risk for soil liquefaction. The EIR will characterize relevant geology and soil conditions at the Project site and assess the potential of the proposed Project to result in seismic-related ground failure during construction and operational activities.

4.7a.iv Would the Project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The Project site is neither within an Earthquake Induced Landslide Zone¹⁹ nor is it in a location conducive to landslides. Therefore, the Project would not directly or indirectly cause potential adverse effects involving landslides, and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

4.7b Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthwork activities during proposed Project construction could potentially expose soils to short-term erosion by wind and water. A significant impact may occur if a Project exposes large areas to the erosional effects of wind or water for a protracted period of time. As the Project site is approximately 36,775 SF or 0.87 acre in size, construction would not be subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit which only applies to construction sites of an acre in size or greater. Project construction would require compliance with the City of Long Beach's Low Impact Development (LID) standards.²⁰ Per the LBMC, a construction grading permit will not be issued without agreeing to implementing erosion and sediment control best management practices (BMPs) prescribed by the City to reduce pollutant discharges to the municipal stormwater sewer system (MS4). This includes BMPs identified in the City's Municipal NPDES Permit (NPDES Permit No. CAS004003). BMPs are also identified in the City's stormwater

¹⁹ California Department of Conservation, Earthquake Zones of Required Investigation Map, Landslide Zones
<<https://maps.conservation.ca.gov/cgs/eqzapp/app/>> (accessed May 19, 2023).

²⁰ City of Long Beach Municipal Code, Chapter 18.74, Low Impact Development Standards.

management program. Project construction would incorporate erosion-control and sediment-control BMPs, such as covering stockpiled soils to prevent erosion, to control potential construction-related pollutants. Following compliance with the established regulatory framework (i.e., the LBMC and NPDES), the proposed Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.7c 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?

Potentially Significant Impact. The proposed Project could result in a significant impact associated with lateral spreading, liquefaction, or collapse if the proposed Project is located on a geologic unit or soil that is unstable. The EIR will characterize the existing geology and soil conditions at the Project site and evaluate the potential of the proposed Project to result in geologic hazards during construction and operational activities.

4.7d 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?

Potentially Significant Impact. Expansive soils typically feature high percentages of clay with a capacity for holding large amounts of water and can frequently be identified by determining the level of soil plasticity. High levels of plasticity are associated with the ability of the soil mineral content to absorb water. A significant impact could occur if the proposed development is constructed on soils that are expansive or have high plasticity. The EIR will characterize the subsurface soils at the Project site and evaluate the potential for substantial direct or indirect risks to life or property to occur as a result of expansive soils.

4.7e 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 proposed Project's wastewater would discharge to the local sanitary sewer line for conveyance to a sewer system. Accordingly, the proposed Project would not utilize septic tanks or alternative wastewater disposal systems and there would be no impact. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.7f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the Earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Construction activities for the proposed Project would involve grading and excavation that would have the potential to disturb subsurface materials. The EIR will analyze the potential of the proposed Project to result in paleontological resources impacts.

4.8 Greenhouse Gas Emissions

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | X | | | |
| b) Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | X | | | |

Impact Analysis

4.8a *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Potentially Significant Impact. The Project would include direct and indirect greenhouse gas (GHG) emissions from construction and operations. Project construction would result in direct emissions of carbon dioxide (CO₂), nitrous oxide (N₂O), and methane (CH₄) from construction equipment, the transport of materials, and construction workers traveling to and from the Project site. Operational (long-term emissions) would occur over the life of the proposed Project. These emissions would result from activities such as vehicular traffic and operation of landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water and wastewater, emissions associated with solid waste, and any fugitive refrigerants from HVAC equipment. The EIR will assess the GHG emissions that would be generated by the proposed Project to determine the potential for significant impacts.

4.8b *Would the Project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact. The proposed Project would result in direct and indirect GHG emissions with the potential to conflict with goals that have been established in plans, policies, or regulations applicable to the Project area. The EIR will evaluate the construction and operational GHG emissions associated with the Proposed Project and analyze the proposed Project's consistency with State and local regulatory requirements and regulations.

4.9 Hazards and Hazardous Materials

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | X | | | |
| 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? | X | | | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | X | | | |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| 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? | | | | X |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X | |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | X | |

Impact Analysis

4.9a *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Potentially Significant Impact. Project construction activities could involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. Operation of the proposed Project could involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The EIR will assess the potential of

the proposed Project to create a significant hazard through the transport, use, and disposal of hazardous materials.

4.9b Would the Project 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?

Potentially Significant Impact. Although the Project site is currently vacant, historical uses include oil production as early as the 1920s, when the site was first developed, including platforms, rigs, above ground tanks, and associated piping. The Site contained a small commercial building in the 1950s and served as vehicle or equipment storage in the 1970s. record indicate that up to four oil wells were drilled on site. According to the latest Phase I ESA (dated August 23, 2022),²¹ the documented concentrations of tetrachloroethylene (PCE) and benzene and the historical oil and gas well production activities represent a recognized environmental condition (REC) in connection with the site. As such, there is the potential for toxic or hazardous compounds to be present in site soils in concentrations that are above environmental screening levels (ESLs) for commercial land uses. Additionally, the Project site is located within the City's Methane Gas Mitigation Zone.²² Therefore, there is the potential for construction and operation of the proposed Project to result in upset and accident conditions involving the release of hazardous materials into the environment. This issue will be carried forward into the EIR to assess the potential impact the proposed Project.

4.9c Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The closest school is the Little Owl School, a preschool located approximately 0.13 miles from the site, at 3426 Linden Avenue. As described in Response 4.9b, there is the potential for toxic or hazardous compounds to be present in site soils in concentrations that are above ESLs for commercial land uses. Project construction would involve the temporary transport of hazardous materials off-site and may use haul routes that pass by schools. Additionally, the Project site is located within the City's Methane Gas Zone. Therefore, implementation of the proposed Project would have the potential for accidental release of hazardous substances, or health hazards, within one-quarter mile of a school. As stated in Section 4.3, *Air Quality*, the EIR will analyze impacts of the proposed Project related to the exposure of sensitive receptors, including children at nearby schools, to hazardous air emissions. This issue will be carried forward into the EIR to assess the potential impact of the proposed Project.

²¹ *Phase I Environmental Site Assessment Commercial Property - Long Beach, CA; 3450 and 3470 Long Beach Boulevard;* Terracon Consultants, Inc.; August 23, 2022.

²² City of Long Beach Methane Gas Mitigation and Oil Well Map; <<https://www.arcgis.com/apps/webappviewer/index.html?id=18d6b7027f8f4e99b0173eed3886a9b0>>, (accessed May 17, 2023).

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code § 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control (DTSC). The Project site is not identified on a compiled hazardous materials site list pursuant to California Government Code § 65962.5. Therefore, no impact would occur and this issue will not be carried forward for further analysis in the EIR.

4.9e 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?

No Impact. The nearest airport to the Project site is Long Beach Municipal Airport, located approximately 1.5 miles to the east. The Airport Land Use Commission for Los Angeles County has adopted a comprehensive Airport Land Use Plan (ALUP) for the County's public use airports, including Long Beach Municipal Airport. The ALUP establishes an Airport Influence Areas (AIAs) for Long Beach Municipal Airport. The AIA represents a composite of the Airport property, runway protection zones (RPZs), and the noise contour developed for the ALUP. The safety zones for the Airport are defined in the ALUP as the combined area within the RPZs and approach surfaces for the runways. The Project site is located well outside the AIA, including the ALUP noise contours and RPZs and is not within the inner approach surfaces for the nearest runway, Runway 8R. Accordingly, the proposed Project would not expose people residing or working in the Project area to safety hazards or excessive noise and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

4.9f Would the Project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Under an emergency, any road may be used as both a n emergency response route and/or an evacuation route. The City's Public Safety Element states "It is not practical to establish firm routes of evacuation, as the areas to be affected and the possible routes to be used would vary depending upon the disaster and the street conditions at the time."

Project-related construction activities could temporarily impact street access and traffic flow due to potential extension of construction activities into the rights-of-way for utility connections, resulting in temporary lane closures. However, Project construction activities would be monitored by the City's Public Works Department and would not require the complete closure of any public streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Further, the proposed Project design and site access would be reviewed by the Long beach Police Department to ensure that emergency access would be maintained. Therefore, the proposed Project would not conflict with the City's adopted emergency response plan or emergency evacuation plan. This issue will not be carried forward for further analysis in the EIR.

4.9g *Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less than Significant Impact. According to the State of California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone Map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) for the State Responsibility Area (SRA) or the Local Responsibility Area (LRA).^{23, 24} The nearest VHFHSZ in the SRA is located approximately 16 miles northeast of the Project site in the Hacienda Hills. The nearest VHFHSZ in the LRA map is located approximately 10 miles to the southwest, near the Deane Dana Friendship Natural Area.

Project design and site access would be required to adhere to the requirements of the City of Long Beach's Building Standards Code, including the City's Fire Code. Accordingly, the proposed Project would not expose people or structures, either directly or indirectly, to a significance risk of loss, injury, or death involving wildland fires, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

²³ California Department of Forestry and Fire Protection, 2022. *Los Angeles County State Responsibility Area Fire Hazard Severity Zones*. <https://osfm.fire.ca.gov/media/cuxnqmcw/fhsz_county_sra_11x17_2022_losangeles_ada.pdf> (accessed May 22, 2023).

²⁴ California Department of Forestry and Fire Protection, 2007. *Very High Fire Hazard Severity Zones in LRA – Los Angeles*. <https://osfm.fire.ca.gov/media/5830/los_angeles.pdf> (accessed May 3, 2023).

4.10 Hydrology and Water Quality

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

Impact Analysis

4.10a Would the Project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Project construction activities would include minor amounts of excavation and grading, requiring preliminary estimates of approximately 337 cubic yards (cy) of cut, 624 cy of fill, and 287 cubic yards of imported fill material (approximately 20 dump truck loads). This activity has the potential

to result in displacement of soils and erosion due to wind and water exposure. As the Project site is approximately 36,775 SF or 0.87 acre in size, construction would not be subject to the NPDES General Construction Permit which only applies to construction sites of an acre in size or greater. However, Project development would be subject to the City of Long Beach's stormwater management program, stormwater and runoff pollution control ordinance, and LID standards that regulates storm water management and discharge requirements.^{25,26} Per Section 8.96.110 of the LBMC, a construction grading permit will not be issued without agreeing to implementing erosion and sediment control BMPs prescribed by the City to reduce pollutant discharges to the municipal stormwater sewer system (MS4).²⁷ This includes BMPs identified in the City's Municipal NPDES Permit (NPDES Permit No. CAS004003). BMPs are also identified in the City's stormwater management program. Project construction would incorporate erosion-control and sediment-control BMPs, such as covering stockpiled soils to prevent erosion, to control potential construction-related pollutants.

As regards long term operations at the Project site, discharges to the City of Long Beach's MS4 are regulated under NPDES Permit No. CAS004003, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges from the City Of Long Beach*, adopted in 2014 and amended in 2016. Additionally, the City's LID standards require submittal of a LID Plan to the Building Official demonstrating how the proposed Project will meet LID standards and the standards and requirements of the City's LID Best Management Practices Manual.²⁸

The proposed Project includes a LID plan that would include installation of a capture and reuse cistern that would accommodate 1,830 cubic feet (cf), more than the 1,685 cf required. In addition, the proposed Project would include installation of a storm water storage system to detain and treat storm water prior to comingling with off-site runoff. Project site runoff would be used onsite or discharged to the existing public storm drain through on-site storm water pipes. Through compliance with the above-described requirements, construction and operation of the proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant and this issue will not be carried forward for further analysis in the EIR.

4.10b 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 proposed Project would connect to the City's water supply, managed by the Long Beach Water Department. The Long Beach Water Department's planning documents indicate that the City would meet demand and maintain a water surplus through at

²⁵ LBMC § 8.96.110,

²⁶ *Id.* at Chapter 18.74, Low Impact Development Standards

²⁷ *Id.* at § 8.96.120, Control of pollutants from other construction activities.

²⁸ *Id.* at Chapter 19.74, Low Impact Development Standards

least 2050.²⁹ Roughly 60 percent of the City's water is derived from groundwater with the remaining 40 percent imported from the Colorado River and the California Delta via the California Aqueduct.³⁰ There are two groundwater basins that underlie Long Beach Water's service area; the Central Basin which spans the northeastern area of Long Beach and the West Coast Basin located in the southwest portion of the City. Soils in the Long Beach area are characterized by impermeable layers of clay and silt, preventing rainfall from percolating into the groundwater aquifer. Groundwater replenishment generally occurs north of the Whittier Narrows area through percolation basins at the Rio Hondo and San Gabriel spreading grounds in the Montebello Forebay. The Montebello Forebay is located approximately 15 miles to the northeast of the Project site.

Project development would increase impervious surface across the entire Project site, which is currently vacant and lacks impervious surfaces. However, the Project site is not being used for groundwater recharge, and as indicated by the quality of underlying soils and its location in a highly urbanized environment largely covered with impermeable surfaces, would not be conducive to this purpose. Accordingly, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Any impacts would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.10c Would the Project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

- (i) Result in substantial erosion or siltation on- or off-site?*
- (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
- (iv) Impede or redirect flood flows?*

Less Than Significant Impact. The proposed Project would not alter the course of any streams or rivers as there are no water bodies of this type on the Project site. Project development would increase impervious surfaces across the site, potentially increasing the amount of surface runoff. However, as discussed in Response 4.10b, the existing soils underlying the Project site are not conducive to groundwater infiltration. Regardless, as discussed in Response 4.10a, Project plans include a drainage and grading plan that would prevent erosion, siltation, or flooding on- or off-site and would not contribute runoff that would exceed the capacity of the existing stormwater

²⁹ City of Long Beach Water Department, 2020 Urban Water Management Plan, 2020 <<https://lbwater.org/wp-content/uploads/2021/09/Long-Beach-Water-Department-2020-Urban-Water-Management-Plan.pdf>> (accessed May 12, 2023).

³⁰ City of Long Beach Water Department, Water Resources Plan, 2019 <<https://lbwater.org/wp-content/uploads/2020/04/LBWD-WRP-1.pdf>> (accessed May 12, 2023).

drainage system. The proposed Project includes a LID plan that would include installation of a capture and reuse cistern that would accommodate 1,830 cf, more than the 1,685 cf required. In addition, the proposed Project would include installation of a storm water storage system to detain and treat storm water prior to comingling with off-site runoff. Project site runoff would be used onsite or discharged to the existing public storm drain through on-site storm water pipes. Accordingly, impacts to the existing drainage pattern of the Project site would be less than significant and this issue will not be carried forward for further analysis in the EIR.

4.10d Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

No Impact. The Project site is located in an area of minimal flood hazard, outside the 100- and 500-year floodplain,^{31,32} outside the tsunami hazard area,³³ and is not within a seiche zone. The proposed Project would construct an office/bank building, which would not generate substantial pollutants, and there is little risk of release of pollutants due to inundation. Accordingly, there would be no impact and this issue will not be carried forward for further analysis in the EIR.

4.10e Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed in Response 4.10a, the proposed Project would comply with applicable water quality policies and regulations during both construction and long-term operation. The proposed Project would comply with the City of Long Beach's Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). The proposed Project would also implement a LID plan that would include installation of a capture and reuse cistern that would accommodate a greater amount of water than required. Therefore, the proposed Project would not conflict with water quality plans and any impact would be less than significant.

The Project site is located within the Central Basin, which is designated as a Very Low priority basin by the Department Water Resources (DWR).³⁴ Accordingly, a groundwater sustainability plan (GSP) has not been established for the basin. As discussed in Impact 4.10b, the proposed Project site is not being used for groundwater recharge and the surrounding urban environment would not be conducive to this purpose. The Project does not propose to extract groundwater and would have no effect on existing or future groundwater supplies. Therefore, the proposed Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. This issue will not be carried forward for further analysis in the EIR.

³¹ Federal Emergency Management Agency, FEMA Flood Map Service Center < <https://msc.fema.gov/portal/home> > (accessed May 11, 2023).

³² California Department of Water Resources. Best Available Map (BAM) < <https://gis.bam.water.ca.gov/bam/> > (accessed May 11, 2023).

³³ California Department of Conservation, CGS Information Warehouse, Tsunami Hazard Area Map < https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/ > (accessed May 1, 2023).

³⁴ Sustainable Groundwater Management Act Basin Prioritization Dashboard < <https://gis.water.ca.gov/app/bp-dashboard/final/> > (accessed May 18, 2024).

4.11 Land Use Planning

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Physically divide an established community? | | | | X |
| 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? | | | X | |

Impact Analysis

4.11a Would the Project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include new freeways or highways that traverse an established neighborhood. The proposed Project is an infill development, and the Project site is currently undeveloped and is devoid of structures. Therefore, the proposed Project would not physically divide an established community and no impact would occur. This issue will not be carried forward for further analysis in the EIR.

4.11b 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.

General Plan

The General Plan land use designation for the Project site is CC.³⁵ The CC PlaceType is intended to serve automobile oriented commercial goods and services in buildings no higher than five stories or 60 feet. Residential uses are not allowed. The land use designation allows a FAR of 0.25 to 1.0 for commercial uses that serve community-based needs for goods and services. The proposed Project proposes a two-story office building and is consistent with the intended uses of the CC PlaceType. The Project building's FAR is 0.34, which is under the maximum FAR allowed in the City's General Plan for community serving commercial uses in the CC PlaceType.

Table 4.11-1: General Plan Consistency describes the proposed Project's consistency with applicable policies of the City's General Plan. Additionally, the proposed Project is not seeking a General Plan Amendment; therefore, the Project would be consistent with the General Plan land use designation and associated standards for the Project site.

³⁵ City of Long Beach, 2021. City of Long Beach Use District Map: Page 15.
<https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/zoning_map_book_color_page_15> (accessed May 16, 2024).

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|-----------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goal No. 1: Implement Sustainable Planning and Development Practices | STRATEGY No. 1: Support sustainable urban development patterns. | LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking. | Consistent: The proposed Project would redevelop a currently vacant lot with a use consistent with and complementary of surrounding development. The Project site would open onto the sidewalk along Long Beach Boulevard, encouraging pedestrian access from the surrounding areas. |
| | | LU Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects. | Consistent. The proposed Project would incorporate sustainable design elements, consistent with State Building Energy Efficiency Standards (2022 Energy Code)(Title 24). Sustainable design elements would include electric vehicle parking, including electric vehicle charging stations, and PV solar panels on the roof of the proposed building. |
| | | LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment. | Consistent. The proposed Project would incorporate parking for electric vehicles, including eight electric vehicle charging stations, consistent with CALGreen requirements. |
| | | LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects. | Consistent. The proposed Project would incorporate sustainable design elements, consistent with State Building Energy Efficiency Standards (Title 24). Sustainable design elements would include electric vehicle parking, including electric vehicle charging stations, and PV solar panels on the roof of the proposed building. |
| | | LU Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net | Consistent: The proposed Project would incorporate PV solar panels on the rear roof of the proposed building to help supplement energy use. |

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | energy usage and reduce the heat island effect. | |
| | | LU Policy 1-9: Correlate new land uses to the existing street system such that that existing street system, in combination with improvements focused on supporting alternative modes of travel, operates at an acceptable level of capacity. New rights-of-way essential to the accommodating all modes of travel will avoid significant social, neighborhood and environmental impacts by utilizing adjacent paved area (e.g., formerly parking or development). The conversion of open space, parkland, buffer areas adjacent to wetlands and rivers and streams for street improvements is discouraged. | Consistent: The proposed Project would redevelop a vacant parcel on Long Beach Boulevard within an existing street system. The proposed Project improve sidewalks along the Long Beach Boulevard on the western edge of the Project site by offering Americans with Disabilities Act (ADA)-compliant access to the Project site via a walkway. A new right of way would not be required as part of the proposed Project. |
| | | LU Policy 1-10: In addition to analyzing project and plan impacts on Levels of Service and Stop Delay, analyze Vehicle Miles Traveled consistent with the State's guidelines. | Consistent: Level of service and stop distance analyses are not required under CEQA. The proposed Project is exempt from a Vehicle Miles Travel analysis per the City's Traffic Impact Analysis guidelines. Please see Section 4.17, <i>Transportation</i> . |
| Goal No. 2: Strengthen the City's Fiscal Health by Stimulating Continuous Economic Development and Job Growth | STRATEGY No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers. | LU Policy 3-1: Implement land use regulations and economic development strategies that will help diversify the local economy and expand job growth. Accommodate a mix of industries in Long Beach, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and | Consistent. The Project proposes a new bank that would provide employment opportunities to the residents of Long Beach. |

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | shipping, professional services, restaurants, entertainment, and the film industry. | |
| | STRATEGY No. 5: Expand the Long Beach promise to include not only access to higher education, but to appropriate housing and employment opportunities needed to enjoy the benefits of higher education. | LU Policy 5-1: Require safe, attractive and environmentally sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers. | Consistent. The proposed Project would incorporate sustainable design elements, consistent with State Building Energy Efficiency Standards (Title 24). Sustainable design elements would include electric vehicle parking, including electric vehicle charging stations, and PV solar panels on the roof of the proposed building. |
| | | LU Policy 5-2: Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes. | Consistent. The Project proposes a new bank that would provide employment opportunities to the residents of Long Beach. The proposed Project is located less than 300 feet away from Long Beach Transit Route 51 and 131 bus stops located along Long Beach Boulevard and Wardlow Road. The Metro A (Blue) Light Rail's Wardlow Station is located 0.40-miles west of the Project site and connects downtown Long Beach to downtown Los Angeles. |
| | STRATEGY No. 6: Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services. | LU Policy 6-1: Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities. | Consistent: The Project would redevelop a currently vacant lot with a use consistent with and complementary of surrounding development. The proposed bank would increase employment and contribute to the range of services available to the local community. |
| | | LU Policy 6-9: Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet. | Consistent: The Project would redevelop a currently vacant lot with a use consistent with and complementary of surrounding development. The proposed bank would increase employment and contribute to the range of services available to the local community. |

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | LU Policy 6-10: Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage. | Consistent: The Project would redevelop a currently vacant lot with a use consistent with and complementary of surrounding development. The proposed bank would increase employment and contribute to the range of services available to the local community. |
| | | LU Policy 6-11: Pursue new developments and businesses that add to the City's economic base, particularly those that generate sales tax and property tax increment revenue. | Consistent: The Project would redevelop a currently vacant lot with a use consistent with and complementary of surrounding development. The proposed bank would increase employment and contribute to the range of services available to the local community. |
| Goal No. 4: Support Neighborhood Preservation and Enhancement. | STRATEGY No. 10: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents. | LU Policy 10-2: Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections. | Consistent. The Project proposes a new bank that would provide financial services to local residents. The Project would be located in proximity to a multifamily residential building that borders the proposed Project site to east. Long Beach Boulevard and East Wardlow Road intersect approximately 300 feet south of the Project site. |
| | | LU Policy 10-3: Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences. | Consistent. The Project would provide financial services in proximity to a multifamily residential building that borders the proposed Project site to east. |
| Goal No. 6: Ensure a Fair and Equitable Land Use Plan | STRATEGY No. 14: Promote the equitable distribution of services, amenities and investments throughout the City. | LU Policy 14-6: Promote universal design in public and private development to ensure accessibility for people of all abilities. | Consistent: The Project would be built in an accessible location on Long Beach Boulevard, would connect with the existing sidewalk, and incorporate handicap accessible design elements consistent with State and local requirements. |
| | STRATEGY No. 15: Foster community outreach and engagement in planning City projects and programs. | LU Policy 15-1: Inform and involve residents and facilitate neighborhood participation in implementing development and | Consistent: The community would be engaged as part of the environmental review process as required under CEQA through the public hearing process of the Long Beach Planning Commission. |

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | infrastructure projects and other planning programs or tasks. | |
| | | LU Policy 15-3: Consult with California Native American tribes early in the planning process to ensure their concerns are appropriately reflected in planning initiatives and projects. | Consistent: Tribes will be consulted as required under AB 52 as part of the CEQA environmental review process. Please see Section 4.18, <i>Tribal Cultural Resources</i> . |
| | STRATEGY No. 16: Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations. | LU Policy 16-8: Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL. All new residential land uses shall be designed to maintain a standard of 45 dBA CNEL or less in building interiors, consistent with the General Plan. Noise reduction measures to achieve this noise level could include, but are not limited to, forced air ventilation so that windows can remain closed and/ or upgraded wall and window assemblies. | Consistent: A noise analysis would be completed as part of the environmental review process as required under CEQA. Please see Section 4.13, <i>Noise</i> . |
| Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space | STRATEGY No. 18: Increase open space in urban areas. | LU Policy 18-2: Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees. | Consistent: The Project would incorporate street trees and other vegetation, including native and drought-tolerant plants and trees, as part of the landscape design (see Figure 2.3-2). |
| | | LU Policy 18-4: Increase the number of trees, first prioritizing areas identified as tree deficient, to provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect. | Consistent: The Project site is currently vacant except for seven palm trees. The Project would incorporate 35 trees as part of the landscape design (see Figure 2.3-2). |

Table 4.11-1: General Plan Consistency

| Goal | Strategy | Policy | Consistency |
|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | LU Policy 20-5: Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean. | Consistent. The proposed Project would comply with the City of Long Beach’s Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). The proposed Project would also implement a LID plan that would include installation of a capture and reuse cistern that would accommodate a greater amount of water than required. |
| Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources | STRATEGY No. 20: Preserve, restore and protect water bodies, natural areas and wildlife habitats. | LU Policy 20-12: Ensure minimization of potential development impacts in accordance with policies for protection of natural resources in the Natural Resource Protection Policies section in the Appendix (of Land Use Element) | Consistent. The Natural Resource Protection Policies Appendix describes the policies, requirements, and standards that regulate development projects in the City of Long Beach to ensure minimization of potential impacts to avian bird species, City-owned trees, cultural resources, geologic hazards, hazardous materials, and hydrology and water quality. All local, State, and federal regulations in the Appendix have been incorporated by reference in Section 4.0, where applicable, to assess the impacts of the Project. |

Zoning

The Project site is zoned CCA, which “permits retail and service uses for an entire community including convenience and comparison shopping for goods and associated services.”³⁶ The Project site is subject to the High-Rise Overlay, Four Story Limit (HR-4). The HR-4 Overlay District allows for taller building heights in areas outside downtown Long Beach. The Project proposes to redevelop a vacant parcel with a two-story office/bank building, consistent with zoning for the site. The proposed Project would be subject to all other development standards in the LBMC that are applicable to new development projects within the City’s CCA Zoning District and HR-4 Overlay District. Compliance with minimum setback requirements, FAR requirements, maximum building height requirements, landscaping requirements, and various other zone restrictions would be ensured through the City’s site plan review process, which is required by law. Additionally, the proposed Project is not seeking a Zone Change; therefore, the Project would be consistent with the zoning for the Project site.

Therefore, based on the analyses above, the proposed Project would not 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, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

³⁶ City of Long Beach Municipal Code, Chapter 21.32, § 21.32.020.

4.12 Mineral Resources

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | X |
| 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? | | | | X |

Impact Analysis

4.12a 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?

4.12b 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. The principal mineral resource in the City is oil. The Project site is located on the Long Beach Oil Field. The Project site was previously used for oil drilling. As discussed in Section 4.9, *Hazards and Hazardous Materials*, two of the four former oil wells (referred to as Cherokee #1 and Cherokee #2) have been abandoned to current standards. Oil well Featherstone #15 was abandoned and plugged on June 21 and 22, 1927. Historical records indicate that, the owner in 1926, attempted to drill oil well Bunny #1. The locations of Cherokee #1 and Cherokee #2 are well documented and confirmed; however, the locations of former oil wells Featherstone #15 and Bunny #1 have been difficult to verify with certainty. CalGEM's Well Finder GIS system shows the likely location of Featherstone #15 in the northeast quadrant of the site and the location of Bunny #1 being in the extreme southeast of the property. A Limited Site Investigation (LSI) was performed in September of 2022 to evaluate subsurface conditions related to Featherstone #15 and Bunny #1. The LSI included excavation of three large areas along the eastern boundary of the site, and concludes "although concrete and piping associated with oil and gas production were discovered, no wellheads were identified during the course of the exploratory excavations to find Featherstone #15 and Bunny #1." There are four active wells within a tenth of mile of the Project site. The nearest active oil well is located approximately 0.08 mile to the southeast of the Project site.³⁷ Regardless, there are no plans to reestablish oil drilling on the Project site.

The Surface Mining and Reclamation Act of 1975 (SMARA) regulates surface mining throughout the State of California and requires classification of land into mineral resource zones (MRZs)

³⁷ California Department of Conservation. CalGEM GIS, Well Finder.

<<https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.18882/33.82012/17>> (accessed May 8, 2023).

according to the area's known or inferred mineral potential.³⁸ The primary mineral resources mined in California are aggregate resources. Per Special Report 209, *Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California* (2010), the Project site is located in an area designated as Mineral Resource Zone (MRZ) 3. MRZ-3 pertains to areas of undetermined mineral resource significance. The nearest mine is R.J. Noble Company (Mine ID. 91-30-0007), an open pit sand and gravel mine, located approximately 19 mile east of the Project site. The mine is currently idle and under reclamation.³⁹

There are no plans to establish aggregate mining on the Project site. The proposed Project would not result in the loss of availability of a known mineral resource of value to the region and the residents of the state, nor would it result in the loss of availability of a locally important mineral resource recovery site and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

³⁸ *Surface Mining and Reclamation Act of 1975*, Pub. Res. Code §§ 2710-2796.

³⁹ California Department of Conservation, Division of Mine Reclamation, Mines Online
<<https://maps.conservation.ca.gov/mol/index.html>> (accessed May 8, 2023).

4.13 Noise

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Generate 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? | X | | | |
| b) Generate of excessive ground borne vibration or groundborne noise levels? | X | | | |
| 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? | | | | X |

Impact Analysis

4.13a Would the Project result in generation 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?

Potentially Significant Impact. The Project site is an urbanized area and is currently exposed to various noise sources. Existing mobile noise sources include vehicle traffic on surrounding roadways. The primary sources of stationary noise near the Project site include parking lot noise at the nearby office and commercial buildings, mechanical equipment (e.g., HVAC units), and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.).

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. The primary noise sources associated with operation of the proposed Project would be parking lot noise, noise from mechanical equipment, and mobile traffic noise. As such, the proposed Project would have the potential to result in generation of substantial noise levels in excess of established standards. The EIR will describe the existing ambient noise levels and local noise policies and ordinances applicable to the Project site, and to assess the proposed Project's impact potential, the EIR will quantify the potential noise levels associated with Project construction and operational activities.

4.13b Would the Project generate excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. While it is not anticipated that Project operations would generate excessive groundborne vibration, construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. The potential vibration levels associated with construction and operation of the proposed Project will be identified in the EIR for comparison to applicable standards and thresholds.

4.13c Would the Project be 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?

No Impact. The Project site is located in a highly developed, urbanized area, and there are no private airstrips in the vicinity of the Project site. The nearest airport to the Project site is Long Beach Municipal Airport, located approximately 1.5 miles east of the Project site. The Airport Land Use Commission for Los Angeles County has adopted a comprehensive Airport Land Use Plan (ALUP) for the County's public use airports, including Long Beach Municipal Airport. The ALUP establishes an Airport Influence Areas (AIAs) for Long Beach Municipal Airport. The AIA represents a composite of the airport property, runway protection zones, and the noise contour developed for the ALUP. The Project site is located approximately 1.35 miles outside the AIA, including the ALUP noise contours. Accordingly, the proposed Project would not expose people residing or working in the Project area to excessive noise levels and there would be no impact. This issue will not be carried forward for further analysis in the EIR.

4.14 Population and Housing

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | X | |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | X |

Impact Analysis

4.14a 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)?

Less Than Significant Impact. The proposed Project proposes to develop a commercial use on the Project site, consistent with current land use and zoning. It is assumed that new employment associated with this use would be filled by local residents who already reside in the City or in surrounding areas. Based on current plans, it is assumed that the proposed office building/bank would potentially employ 24 people. In comparison, based on 2019 SCAG employment projections, 210,900 jobs are forecasted for Long Beach in 2035.⁴⁰ The proposed Project would not result in a substantial number of new jobs that would induce substantial population growth. The proposed Project does not include development of residential uses and would not change a regulatory obstacle to growth. The proposed Project would install a 6-inch sewer line to connect the Project site to the City sanitary sewer system, but would not extend population-generating-infrastructure (e.g., wastewater treatment, roads, water storage) to new areas lacking such services. Accordingly, the proposed Project would not directly or indirectly induce population growth and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

⁴⁰ South Coast Association of Governments, 2024-2050 RTP/SCS Demographics & Growth Forecast Technical Report, <<https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839>> (accessed May 13, 2024).

4.14b Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace existing housing or require construction of replacement housing elsewhere. No housing is located on the Project site and no housing is included as part of the proposed Project. Therefore, no impact would occur and this issue will not be carried forward for further analysis in the EIR.

4.15 Public Services

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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: | | | | |
| a) Fire protection? | | | X | |
| b) Police protection? | | | X | |
| c) Schools? | | | X | |
| d) Parks? | | | X | |
| e) Other public facilities? | | | X | |

Impact Analysis

4.15a Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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.

The City of Long Beach Fire Department (LBFD) operates 23 fire stations throughout the City. Three fire stations are located within 0.25 mile of the Project site (LBFD Station 7 at 2295 Elm Avenue, LBFD Station 13 at 2475 Adriatic Avenue, and LBFD Station 16 at 2890 E Wardlow Road).

The LBFD responded to approximately 80,000 calls in 2022; however, the majority of calls, were for medical assistance, not fire protection. In February 2022, the latest month for which data was available, the LBFD made 4,981 calls; however, 4,180 (84 percent) of those calls were for medical service with 587 (12 percent) of calls made for fire protection.⁴¹ In fiscal year 2022, the LBFD arrived on scene within six minutes for approximately 33.8 percent of emergency calls.⁴²

The Project would add a new office building on a vacant parcel. Therefore, there is potential for an increase in service calls to the LBFD due to an increase in employees and visitors to the site. However, the building has a maximum capacity of between 60 and 80 people and it is estimated

⁴¹ City of Long Beach, Fire Department Calls for Service, February 2022. <<https://www.longbeach.gov/globalassets/fire/media-library/documents/news/calls-for-service-february2022-combined>> (accessed May 4, 2023).

⁴² City of Long Beach, Fiscal Year 2022 Annual Report, March 2023. <<https://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/accounting/comprehensive-annual-financial-report/fiscal-year-2022-annual-report>> (accessed May 10, 2023).

that 24 people would be employed therein. Based on the size of the proposed building and the potential number of employees, need for new fire protection facilities in the City would not be warranted. Furthermore, the City collects development impact fees to provide for the provision of capital facilities needed to serve new development. Accordingly, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.15b Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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. The City of Long Beach Police Department (LBPD) operates four patrol division stations: North, East, South, and West Patrol Division stations. The North Patrol Division Station is located at 4891 Atlantic Avenue, approximately 1.5 miles north of the Project site.

In 2022, the LBPD responded to approximately 210,000 service calls. The average response time for Priority One calls was 5.1 minutes.⁴³ The Project would add a new office bank building on a vacant parcel. While there is potential for an increase in service calls to the LBPD due to an increase in employees and visitors to the site, the size of the building and potential number of employees and visitors are unlikely to adversely affect service ratios, response times or other performance objectives for police protection. Furthermore, the City collects development impact fees to provide for the provision of capital facilities needed to serve new development. Accordingly, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police stations, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.15c Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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?

Less than Significant Impact. The Project site is within the boundaries of the Long Beach Unified School District (LBUSD), which serves public school needs for the city of Long Beach, as well as the cities of Signal Hill, Lakewood, and Avalon on Catalina Island. The LBUSD operates 84 schools and serves 65,500 students. The Project would not include residential development and new residential population requiring development of new schools. Furthermore, it is assumed that new employees would come from the local area, and it is unlikely that the proposed Project

⁴³ City of Long Beach Police Department, 2022 Year in Review, April 2023.

<<https://www.longbeach.gov/globalassets/police/media-library/documents/about-the-lbpd/year-in-review/2022-lbpd-year-in-review>> (accessed May 4, 2023).

would draw a substantial number of families with children seeking to enroll in local schools. Accordingly, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.15d Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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 City operates 169 parks, 26 community centers, two tennis centers, five municipal golf courses, a public marina, and six miles of public beach. The closest park to the Project site, Los Cerritos Park, is located approximately 0.75 mile to the northwest of the Project site. The proposed Project would not include residential development and new residential population requiring development of new park and recreational resources. Furthermore, it is assumed that new employees would come from the local area, and it is unlikely that the proposed Project would draw a substantial number of new residents likely to use the City's parks. Accordingly, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.15e Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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. Other public facilities typically pertain to services such as public libraries. The City of Long Beach Public Library operates twelve libraries throughout the city. The closest library to the Project site is the Dana Neighborhood Library, located approximately 0.35 mile to the northeast. The proposed Project would not include residential development and new residential population requiring development of new libraries. Accordingly, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered libraries, and impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.16 Recreation

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) 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? | | | X | |
| 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? | | | X | |

Impact Analysis

4.16a 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?

4.16b 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. The proposed Project proposes to build a bank building in a commercial zoning district. The proposed Project does not include recreational facilities, the construction of which would adversely affect the environment. Furthermore, the Project does not include residential development that would attract new residents that would be likely to increase use of existing parks or recreational facilities. Furthermore, there are no parks or recreational facilities within the immediate vicinity of the Project site. The nearest park, Los Cerritos Park, is located approximately 0.75 mile to the northwest of the Project site. It is unlikely that proposed Project construction employees or long-term employees of the proposed building would use this park or other facilities in the area. Furthermore, it is unlikely the proposed Project would employ a large enough number of people that substantial physical deterioration at these types of facilities would result. Therefore, impacts to recreational resources would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.17 Transportation

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

The analysis in this section is based on the *Transportation Assessment Technical Memorandum*⁴⁴ that was prepared for the proposed Project, which is included as **Appendix A** to this Initial Study.

Impact Analysis

4.17a Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

The proposed Project is an infill commercial development featuring an office/bank building. The proposed land use is consistent with the current General Plan land use designation for the Project site and is identified as a permissible use for this zoning district.

Public transit service in the proposed Project area is provided by Los Angeles County Metropolitan Transportation Authority (Metro) and Long Beach Transit. The Metro A (Blue) Light Rail Line runs from the 7th St/Metro Center Station in downtown Los Angeles to downtown Long Beach. The Wardlow Station is located 0.40-miles west of the Project site. Neither the Wardlow Station nor the Metro A Line would be affected by the proposed Project. Long Beach Transit Bus Route 51 serves Long Beach Boulevard and passes by the proposed Project site. The nearest Route 51 bus stops are located on Long Beach Boulevard and Wardlow Road, approximately 200 feet south of the Project site, and Long Beach Boulevard and 36th Street, approximately 800 feet north of the Project site. Route 131 serves Wardlow Road and serves a bus stop on Wardlow Road at Long Beach Boulevard, approximately 250 feet south of the Project site. Route 131 and

⁴⁴ First Citizens Bank – Long Beach Project Transportation Assessment Technical Memorandum. Kimley-Horn & Associates, Inc. April 24, 2024.

the Route 131 bus stops are unlikely to be affected by the proposed Project. Project construction may result in temporary lane closures on Long Beach Boulevard. However, the Route 51 bus stops are of sufficient distance from the proposed Project site that temporary lane closures would be unlikely to affect the ability of Routes 51 to operate. Furthermore, as required by the Long Beach Department of Public Works, the proposed Project Applicant would develop a Construction Traffic Control Plan (CTCP), stamped and signed by a professional civil or traffic engineer, as part of the Project permit application.⁴⁵ The CTCP would limit any potential conflicts with transit.

Regional access to the site is provided via the Ventura Freeway (US-101) to the south, Long Beach Freeway (I-710) to the west and I-405 to the south. The Project site is located on Long Beach Boulevard, a four-lane divided roadway that borders the Project site on the west. No on-street parking is currently permitted on Long Beach Boulevard in front of the Project site. Again, Project construction may result in a temporary lane closure on Long Beach Boulevard. However, the CTCP would limit any potential conflicts with Long Beach Boulevard or other local roadways.

No bicycle facilities are currently present along Long Beach Boulevard. The City of Long Beach Bicycle Master Plan final phase build out includes development of an “8-to-80” bikeway on Long Beach Boulevard. However, the planning horizon for the Bicycle Master Plan is 2040 and the proposed Project would not conflict with the plan. The proposed Project would contribute to the City’s bicycle infrastructure by providing three bicycle racks.

There are existing sidewalks along Long Beach Boulevard on the western edge of the Project site. Sidewalks may be temporarily closed during Project construction; however, the proposed Project would ultimately improve the sidewalks by offering Americans with Disabilities Act (ADA)-compliant access to the Project site via a walkway from Long Beach Boulevard.

As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities any impact would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.17b Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines § 15064.3(b) provides regulations on determining the significance of transportation impacts. To assist in determining the appropriate level of study for transportation impacts, the City has published two sets of guidelines. *SB 743 Implementation for the City of Long Beach, CEQA Transportation Thresholds of Significance Guide*,⁴⁶ (SB 743 Guide) provides guidance on the City’s CEQA transportation thresholds of significance. *Traffic*

⁴⁵ City of Long Beach, Standard Practice for Traffic Control Plan, <<https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/engineering/standard-plans/city-of-long-beach-standard-practic-for-traffic-control-plans>>, (accessed June 6, 2023).

⁴⁶ LSA, *SB 743 Implementation for the City of Long Beach, CEQA Transportation Thresholds of Significance Guide*, (May 28, 2020).

Impact Analysis Guidelines (TIA Guidelines)⁴⁷ provides direction for reviewing the traffic and circulation impacts of proposed development projects. Using this guidance, the construction and operational transportation impacts as measured by number of trips generated, was analyzed for the proposed Project.

Project Construction Trip Generation

Traffic volume associated with Project-related construction activities would vary throughout Project construction, as different activities occur. Regardless, Project-related construction traffic would be temporary and cease upon completion of construction. The CTCP prepared for the proposed Project would minimize the effects of construction on transportation. The CTMP would not allow construction-related lane closures on Long Beach Boulevard between 6:00 a.m. and 8:30 a.m. or 3:30 p.m. and 6:30 p.m.

Project Operations Trip Generation

The proposed Project proposes one bank/office building totaling 12,469 SF. **Table 4.17-1: Project Trip Generation** provides the proposed Project's trip generation estimate based upon Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for the proposed Project land uses. The ITE Trip Generation Manual description for Walk-in Bank (ITE Land Use Code 911) does not account for ancillary office space; therefore, the office trip generation was analyzed as a separate land use for conservative estimates. It is assumed the building would be operated by one tenant, with one-half of the first floor of the two story building dedicated to walk-in bank uses. Accordingly, Office Land Use trip generation was estimated by applying approximately 75% of the total building sf while the Walk-in Bank used 25%. The total building size was increased to 12,700 sf as an additional measure to conservatively overestimate trip generation. As shown in Table 4.17-1, The proposed Project is estimated to generate 294 daily trips with 15 trips during the a.m. peak hour and 51 trips during the p.m. peak hour.

Table 4.17-1: Project Trip Generation

| Land Use | Quantity | Unit | Trip Generation Estimates ¹ | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------|----------------------------------------|--------------|----------|-----------|---------------------------|-----------|-----------|
| | | | Daily | AM Peak Hour | | | PM Peak Hour ² | | |
| | | | | In | Out | Total | In | Out | Total |
| General Office Building ³ | 9.58 | KSF | 104 | 13 | 2 | 15 | 2 | 11 | 13 |
| Walk-In Bank ⁴ | 3.12 | KSF | 190 | 0 | 0 | 0 | 17 | 21 | 38 |
| Total Project Trips | | | 294 | 13 | 2 | 15 | 19 | 32 | 51 |
| KSF = thousand square feet 1. Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2017. 2. Trips are one-way traffic movements, entering or leaving. 3. General Office Building Average Trip Generation Rates (ITE Land Use Code 710): Daily: 10.84 AM Peak Hour: [In: 1.338, Out: 0.182, Total: 1.52] PM Peak Hour: [In: 0.245, Out: 1.195, Total: 1.44] 4. Walk-in Bank Average Trip Generation Rates (ITE Land Use Code 911): Daily: [(PM Peak)*(5)] AM Peak Hour: [In: 0, Out: 0, Total: 0] PM Peak Hour: [In: 5.337, Out: 6.793, Total: 12.13] Source: Institute of Transportation Engineers (ITE) <i>Trip Generation Manual</i> , 11th Edition, 2017, Kimley-Horn, 2023. | | | | | | | | | |

⁴⁷ City of Long Beach, CA, *Traffic Impact Guidelines*, (June 2020).

“The decision to require a TIA will be made by the City’s Traffic Engineer based on these guidelines. Transportation impact studies are required whenever there is potential for a significant impact under a local policy or CEQA. Generally, a TIA may be required for any Project in Long Beach that is expected to generate 500 or more net new daily trips, including both inbound and outbound trips.”⁴⁸ As stated above, based on the type and size of the proposed Project, the proposed Project would result in approximately 294 daily trips, which should exempt the proposed Project from the need to perform a TIA. However, as the TIA Guidelines further state “The Department of Public Works may also require that a TIA be prepared for any project regardless of size, nature, or location, if there are concerns over safety or operational issues, or if the Project is located in an area significantly impacted by traffic.”

As shown on Figure 1 of the SB 743 Guide, the proposed Project is located within a transit priority area (TPA) and is within 0.5 mile of a major transit stop. As the proposed Project meets at least both screening criteria provided in the SB 743 Guide, (i.e., less than 500 ADT or being located within a TPA and half mile of a major transit stop), any impacts from the proposed Project are “presumed to cause a less than significant transportation impact”. Accordingly, the proposed Project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b) and any impact would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.17c 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)?

No Impact. Vehicular access would be provided via a two-way driveway from Long Beach Boulevard at the Project site’s western boundary. As required by the LBMC, internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers design for emergency vehicles and fire services. The proposed Project driveway and internal drive aisle configuration would be constructed pursuant to LBFD standards, and the proposed Project would not require any off-site roadway improvements.

Because of the nature of the proposed land use, the proposed Project does not include the use of any incompatible vehicles or equipment on the site. No Project component would increase hazards to the public due to incompatible use; the office uses proposed by the Project are consistent with the land use designations for the site and are compatible with surrounding land uses. All on-site improvements and the driveway would also be constructed as approved by the City of Long Beach Public Works Department. Sight distance at the Project driveway would be subject to compliance with applicable American Association of State Highway and Transportation Officials (AASHTO) § 9.5.2: Sight Triangles sight distance standards. Therefore, no impacts would occur and this issue will not be carried forward for further analysis in the EIR.

4.17d Would the Project result in inadequate emergency access?

⁴⁸ *Id.*

Less Than Significant Impact. Emergency access is determined by the number of private and public access points, the width of the access point, and internal roadways serving a project site. As discussed above, primary vehicular access to the Project site would be provided via a two-way driveway from Long Beach Boulevard at the Project site's western boundary. Pedestrian access from the sidewalk on Long Beach Boulevard would be provided immediately adjacent to the driveway. Project site design, including automobile and pedestrian access would comply with the City's design standards and other requirements as established in the LBMC. The site plans are subject to site and design review and the LBFD would review the site plan prior to the approval of permits for construction of the proposed Project to ensure that adequate emergency access is provided. Accordingly, the proposed Project would not result in inadequate emergency access and any impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

4.18 Tribal Cultural Resources

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 5020.1(k); or | X | | | |
| 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | X | | | |

Impact Analysis

4.18ai Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 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 § 5020.1(k); or

4.18aii Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to

a California Native American tribe?

Potentially Significant Impact. Chapter 532 Statutes of 2014 (AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC § 21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the NAHC. Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC § 21074. The City has contacted the tribal representatives of the following tribes.

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Juaneño Band of Mission Indians Acjachemen Nation
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians

There is a potential for the proposed Project to affect tribal cultural resources during ground-disturbing activities associated with construction of the proposed project. The EIR will evaluate potential impacts to tribal cultural resources and incorporate the results of AB 52 consultation into the analysis.

4.19 Utilities and Service Systems

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | X | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | X | |
| 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 projected demand in addition to the provider's existing commitments? | | | X | |
| 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? | | | X | |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | X | |

Impact Analysis

4.19a Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

i) Water

Less Than Significant Impact.

Water service for the Project site would be provided by the City of Long Beach Water Department (Long Beach Water). Long Beach Water serves nearly 500,000 customers with a potable water system consisting of 910 miles of transmissions and distribution pipeline and over 93,000 service

connections.⁴⁹ The only water infrastructure improvements required by the proposed Project would be onsite pipelines and connection units to the City's existing water infrastructure.

During Project construction, water would be required for dust control and equipment cleaning. In addition, the contractor would install portable restrooms and hand washing stations. It is anticipated that construction activity and temporary portable restroom and hand washing facilities would use imported water. Project construction would not require connections to the City's water or sewer infrastructure.

With regard to proposed Project operations, water usage was calculated employing wastewater load factors associated with distinct land uses established by the Los Angeles County Sanitation Districts (LACSD). As shown in **Table 4.19-1: Estimated Project Water Consumption**, proposed Project operations would result in a total water demand of 2,993 gallons per day (gpd) or approximately 3.35 acre feet per year (afy).⁵⁰

Table 4.19-1: Estimated Project Water Consumption

| Proposed Land Use | Size | Water Consumption Rate ¹ | Total (gpd) | Total (afy) |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------------------------------|-------------|-------------|
| Office Building | 12,469 SF | 240 gpd/1,000 SF | 2,993 | 3.35 |
| <p>SF =square feet; gpd = gallons per day; afy = acre feet per year</p> <p>1. Water consumption rates are assumed as 120 percent of the wastewater generation rates.</p> <p>2. The project building will be utilized as both a bank and an office building. Office buildings have a greater rate of utilization; therefore, using the rate for office buildings provides a more conservative estimate of water usage.</p> <p>Source: Los Angeles County Sanitation Districts. Table 1: Loadings for Each Class of Land Use. <https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000> (accessed May 26, 2023).</p> | | | | |

The landscaping plan for the proposed Project was prepared to be consistent with the State of California's Model Water Efficient Landscape Ordinance⁵¹ (referred to in Long Beach as Smartscape). The Model Water Efficient Landscape Ordinance requires calculation of estimated water usage for landscaping. The calculations for the proposed Project indicate that landscape irrigation would require an estimated total use of water of 37,102.11 gallons per year (gpy). In comparison, the maximum applied water allowance (MAWA) for the Project site is 66,767.94 gpy. The anticipated amount of water used for landscaping would be less than the MAWA for the Project site.

The City anticipates a total water supply of 88,752 acre-feet (af) in 2050 with a demand of 52,520 af. This would result in a surplus supply of water of 36,232 af. Accordingly, the City will have adequate supplies of water to accommodate Project operational demand into the future. As the Project's water demand would not exceed available water supply, the Project would not require or result in the relocation or construction of new or expanded water facilities and any impact

⁴⁹ City of Long Beach Water Department, Capital Improvement Plan Fiscal Year 2023 <https://lbwater.org/wp-content/uploads/2023/02/23_CIP-Final.pdf> (accessed May 12, 2023).

⁵⁰ An acre-foot is the volume of water necessary to cover one acre of land to a depth of one foot.

⁵¹ *Model Water Efficient Landscape Ordinance*, 23 CCR § 490.

would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

ii) Wastewater Treatment

Less Than Significant Impact. The sanitary sewer system for the Project site is owned and operated by Long Beach Water and serves the entire City with the exception of the Port of Long Beach. Long Beach Water also serves parts of the cities of Signal Hill and Lakewood. Long Beach Water operates and maintains more than 710 miles of sewer lines, transporting more than 40 million gallons per day (mgd) of wastewater. The majority of the City's wastewater is sent to the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in the city of Carson, which has a design capacity of 400 mgd.⁵² The remaining portion of the City's wastewater is sent to the Long Beach Water Reclamation Plant, which has a design capacity of 25 mgd.⁵³ Both facilities are owned and operated by LACSD.

As shown in **Table 4.19-2: Wastewater Demand Generation**, it is estimated the proposed Project would generate approximately 2,494 gpd of wastewater. The A.K. Warren Water Resource Facility treated approximately 246 mgd of wastewater in 2023, while the Long Beach Water Reclamation Plant treats approximately 12 mgd based on 5-year averages measured in 2020.^{54,55} Accordingly, when comparing the maximum daily capacities of each plant to existing wastewater treatment volumes, these facilities would have adequate remaining capacity to treat the wastewater produced by Project operations. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, and impacts would be less than significant.

Table 4.19-2: Wastewater Demand Generation

| Proposed Land Use | Size | Wastewater Demand Rates | Total (gpd) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------------------|-------------|
| Office Buildings | 12,469 SF | 200 gpd/1,000 SF | 2,494 |
| SF =square feet; gpd = gallons per day | | | |
| Source: Los Angeles County Sanitation District. Table 1: Loadings for Each Class of Land Use. < https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000 > (accessed May 16, 2023). | | | |

⁵² LACSD, A.K. Warren Water Resource Facility, < <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility>> (accessed May 21, 2024).

⁵³ LACSD, Long Beach Water Reclamation Plant, <<https://www.lacsd.org/services/wastewater-sewage/facilities/long-beach-water-reclamation-plant>> (accessed May 21, 2024).

⁵⁴ LACSD, A.K. Warren Water Resource Facility, 2023 Annual Performance Data, < <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility/plant-performance>>, (accessed May 21, 2024).

⁵⁵ 2020 *Urban Water Management Plan*, Long Beach Water Department. Adopted June 10, 2021.

iii) Stormwater Drainage

Less Than Significant Impact. As discussed in Response 4.10c, Project plans include a drainage and grading plan that would prevent erosion, siltation, or flooding on- or off-site and would not contribute runoff that would exceed the capacity of the existing stormwater drainage system. Therefore, impacts would be less than significant and this issue will not be carried forward for further analysis in the EIR.

iv) Electric Power, Natural Gas, and Telecommunications

Less Than Significant Impact. The Project site is located in an urbanized area in the City of Long Beach, surrounded by existing development that is already served by electric power and telecommunications services. Both services are available in ample supply to the Project site. The proposed Project would require installation of electric power and telecommunication lines to serve the Proposed building. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve minor trenching in the rear of the proposed building to place the lines below ground surface. Installation of new electrical and telecommunications infrastructure would be limited to the Project site with minor off-site work associated with establishing electrical and telecommunications connections. It is anticipated that existing telecommunications facilities would be sufficient to support the proposed Project's needs and no upgrades to off-site infrastructure is anticipated. Therefore, the proposed Project would not require or result in the relocation or construction of new or expanded electrical or telecommunication infrastructure.

The proposed Project would not use natural gas. A natural gas line runs alongside the Project site beneath Long Beach Boulevard with a connection to the Project site. As the Project building would not use natural gas, this connection would be capped.

As the proposed Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, any impacts would be less than significant. Therefore, this issue will not be carried forward for further analysis in the EIR.

4.19b 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 discussed in Response 4.19ai, proposed Project operations would result in a total water demand of 2,993 gpd or approximately 3.35 afy (see Table 4.19-1). The Long Beach Water Department's 2020 Urban Water Management Plan (UWMP) indicates that there is sufficient supply to meet water demand in single and multiple dry years through at least 2050, as the City anticipates a total water supply of 88,752 af in 2050 with a demand of 52,520 af.⁵⁶ Therefore, there would be sufficient water supplies available to serve the proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry

⁵⁶ 2020 Urban Water Management Plan, Long Beach Water Department. Adopted June 10, 2021.

years from existing water resources. Therefore, impacts related to water supply would be less than significant and this issue will not be carried forward for further analysis in the EIR.

4.19c Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed in Response 4.19a, once completed, it is estimated that the proposed Project would generate approximately 2,494 gpd of wastewater. The proposed Project's wastewater would discharge to the existing City of Long Beach sanitary sewer line. Connection to the City's sanitary sewer system would be provided with installation of a 6-inch sanitary sewer line from the proposed Project, connecting to the existing 8-inch line beneath the sidewalk facing Long Beach Boulevard for eventual conveyance to a wastewater treatment plant. Based on current wastewater treatment volumes and design capacities of the A.K. Warren Water Resource Facility and the Long Beach Water Reclamation Plant, the amount of wastewater that would be generated by the Project can be accommodated by one or both facilities. Accordingly, the Project neither requires nor proposes any off-site wastewater improvements. Therefore, impacts to existing wastewater treatment capacities would be less than significant and this issue will not be carried forward for further analysis in the EIR.

4.19d 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?

4.19e Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Long Beach Environmental Services Bureau is responsible for managing solid waste disposal and recycling in the City. The City contracts with Waste Management for recycling collection services. In the City, solid waste, excluding recyclables, is diverted to one of the County's several landfills or to the Southeast Resource Recovery Facility (SERRF) to be incinerated and used in the production of energy.

The Project site is vacant and devoid of structures. Accordingly, there would be no waste from demolition and limited waste generated by Project construction. Pursuant to the Integrated Waste Management Act (AB 939), the State of California, through CALGreen, requires that at least 65 percent of waste produced by construction and demolition (C&D) projects be diverted from landfills through recycling, salvage, or deconstruction. In 2007, the City adopted a C&D Debris Recycling Program pursuant to AB 939. All new construction in the City is subject to the requirements of the ordinance.

When operational, the proposed building would accommodate approximately 24 employees. The California Department of Resources Recycling and Recovery (CalRecycle), keeps statistics on waste generated per capita by employees and residents dating back to 1989. **Table 4.19-3: Solid Waste Generation**, shows the amount of solid waste that would be produced by Project operations. Per the most recent data available (2017), employees typically dispose of 11.9

pounds of solid waste per day. Assuming this rate, 24 employees would generate on average approximately 285.6 pounds of solid waste daily or 74,256 pounds or 35.27 tons per year.

Table 4.19-3: Solid Waste Generation

| Proposed Land Use | Number of Employees | Waste Generation Rate (lbs/employee/day) | Total Waste Generated (lb/year) ¹ | Tons per Year |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------|----------------------------------------------|---------------|
| Office Buildings | 24 | 285.6 | 70,543.2 | 35.27 |
| Lb/lbs = pound/pounds 1. Assumes 247 working days, not accounting for weekends and holidays. Source: CalRecycle. California's Statewide Per Resident, Per Employee, and Total Disposal Since 1989. https://calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/graphs/disposal/ (accessed May 16, 2023). | | | | |

As of 2020, Los Angeles County's solid waste disposal facilities had a remaining capacity of 142.67 million tons.⁵⁷ In comparison, the operations within the proposed Project would produce an estimated 35.27 tons of waste per year.

Once operational, Project building operations would be required to meet CalRecycle's waste diversion rate target of 50 percent as required under AB 939. Project building occupants would also be required to adhere to the requirements of AB 1826 addressing diversion of organic waste through provision of organic waste recycling bins. Compliance with CALGreen, State regulations, and City regulations regarding solid waste management and reduction during both construction and operations would reduce any impacts to less than significant. This issue will not be carried forward for further analysis in the EIR.

⁵⁷ Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan 2020 Annual Report, October 2021, < <https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=16231&hp=yes&type=PDF> > (accessed May 16, 2023).

4.20 Wildfire

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | X |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | X |
| 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? | | | | X |
| 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? | | | | X |

Impact Analysis

- 4.20a *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- 4.20b *Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- 4.20c *Would the Project 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?*
- 4.20d *Would the Project 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?*

No Impact. As stated in Response 4.9g, the Project site is not located within a VHFHSZ in either the SRA or an LRA. The nearest VHFHSZ in the SRA is located approximately 16 miles northeast of the Project site in the Hacienda Hills. The nearest VHFHSZ in the LRA map is located approximately 10 miles to the southwest, near the Deane Dana Friendship Natural Area. The

Project is located in a well-developed highly urbanized area not susceptible to wildfires, and would not impair an adopted wildfire emergency response plan or emergency evacuation plan. Project design and site access would be required to adhere to the requirements of the City of Long Beach Fire Department's regulations and the City's Building Standards Code, including the City's Fire Code. Infrastructure associated with Project would not exacerbate wildfire risk and the Project would not be located in an area with potential to expose occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, nor would the Project 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. Accordingly, the proposed Project would not result in wildfire impacts and this issue will not be carried forward for further analysis in the EIR.

4.21 Mandatory Findings of Significance

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| Does the Project: | | | | |
| a) 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? | X | | | |
| b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.) | X | | | |
| c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | X | | | |

Impact Analysis

4.21a 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?

The proposed project has potentially significant impacts associated with air quality, geology and soils, greenhouse gases, hazards and hazardous materials, noise, and tribal cultural resources. These potentially significant impacts have the potential to substantially degrade the quality of the environment and will be discussed in detail in the EIR.

As discussed in Section 4.4, *Biological Resources*, the proposed Project would not 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, nor substantially reduce the number or restrict the range of a rare or endangered plant or animal. Impacts to Biological Resources would be less than significant.

As discussed in Section 4.5, *Cultural Resources*, the proposed Project would not impact the significance of historical resources. However, construction activities for the proposed Project would involve grading and minimal amounts of excavation that could uncover previously known or unknown archaeological resources. These potentially significant impacts could affect examples California prehistory and will be discussed in detail in the EIR.

4.21b 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 the past projects, the effects of other current projects, and the effects of probable future projects.)

The proposed project has potentially significant impacts associated with air quality, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, noise, and tribal cultural resources. These potentially significant impacts could contribute to cumulative impacts on the Project site and in the surrounding areas. Accordingly, the potential for the proposed Project to contribute to significant cumulative impacts will be studied in the EIR.

4.21c Does the Project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

As discussed in this Initial Study, the proposed Project has potentially significant environmental impacts associated with air quality, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, noise, and tribal cultural resources. These impacts would have the potential to cause substantial direct or indirect adverse effects on human beings. Accordingly, the potential for the proposed Project to cause substantial adverse effects on human beings will be studied in the EIR.

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Appendix A

Transportation Assessment Technical Memorandum

TECHNICAL MEMORANDUM

To: Elijo Sandoval, City of Long Beach
From: Heidi Rous, Kimley-Horn and Associates, Inc.
Date: April 4, 2024
Subject: First Citizens Bank and Trust - Long Beach Project – Transportation Assessment
Technical Memorandum

Purpose

The purpose of this Transportation Assessment Technical Memorandum is to identify the potential impacts related to traffic associated with construction and operation of the First Citizens Bank (“Applicant” and Trust - Long Beach Project (“Project” or “proposed Project”).

Project Location

The proposed Project site is in the county of Los Angeles (County) in the city of Long Beach (City), approximately 20 miles south of downtown Los Angeles; see **Exhibit 1: Regional Vicinity Map**. The approximately 36,775 SF (0.87 acre) proposed Project site consists of three parcels (APN: 7145-006-010, -011, 012) located at 3450-3470 Long Beach Boulevard.

Project Description

The proposed Project is depicted on **Exhibit 2: Conceptual Site Plan**. As shown, the Applicant proposes to develop an approximately 12,469 GSF, two-story office/bank building on three parcels (APN: 7145-006-010, -011, -012). A lot merger is proposed as part of the Project to combine the three parcels into one. The building would have a FAR of 0.34. The net occupiable building space is 7,821 SF. The proposed building height would be 34 feet and would not exceed two stories, with the exception of a 51-foot tower. The proposed building would be situated in the northeast corner of the proposed Project site with parking areas provided to the west and south of the building. A total of 44 vehicular parking stalls are proposed. Eight of the proposed parking stalls would accommodate electric vehicles, providing access to an electric vehicle charging station. Vehicular access to the proposed Project site would be provided via a single driveway from Long Beach Boulevard. A marked pedestrian walkway would connect the sidewalk along Long Beach Boulevard with the front of the proposed building. The proposed Project would include a walk-up Automated Teller Machine (ATM); however, the proposed Project would not include a drive-thru teller or drive-thru ATM facility.

Existing Conditions

Site Access

Regional access to the Project site is provided via the Ventura Freeway (US-101) to the south, Long Beach Freeway (I-710) to the west, and I-405 to the south. Local access to the proposed Project site is provided via Long Beach Boulevard, a four-lane divided roadway located adjacent and west of the

Project site. No on-street parking is permitted on Long Beach Boulevard. The speed limit is 35 miles per hour (mph).

Transit Service

Public transit service is provided by Los Angeles Metropolitan Transit Authority Light Rail (Metro) and Long Beach Transit. The Metro A (Blue) Light Rail Line runs from 7th Street/Metro Center Station in downtown Los Angeles to downtown Long Beach. The Wardlow station is located 0.40-miles west of the Project site. Long Beach Transit Bus Route 51 serves Long Beach Boulevard and passes by the proposed Project site. The nearest Route 51 bus stops are located on Long Beach Boulevard and Wardlow Road, approximately 200 feet south of the Project site, and Long Beach Boulevard and 36th Street, approximately 800 feet north of the Project site. Route 131 serves Wardlow Road and serves a bus stop on Wardlow Road at Long Beach Boulevard, approximately 250 feet south of the Project site. Los Angeles Department of Transportation (LADOT) Commuter Express 142 provides transit service from San Pedro to downtown Long Beach, however it is not located near the Project site.

Pedestrian and Bicycle Facilities

There are existing pedestrian sidewalks along the east and west sides of Long Beach Boulevard. Pedestrian access within the Project site would be provided by an American Disabilities Act (ADA)-compliant walkway connecting the Project to the existing public sidewalk along Long Beach Boulevard. No bicycle facilities are present along Long Beach Boulevard.

Thresholds and Significance Criteria

Based upon the criteria derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project normally would have a significant effect on the environment if it would:

1. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, and pedestrian facilities?
2. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?
4. Result in inadequate emergency access?

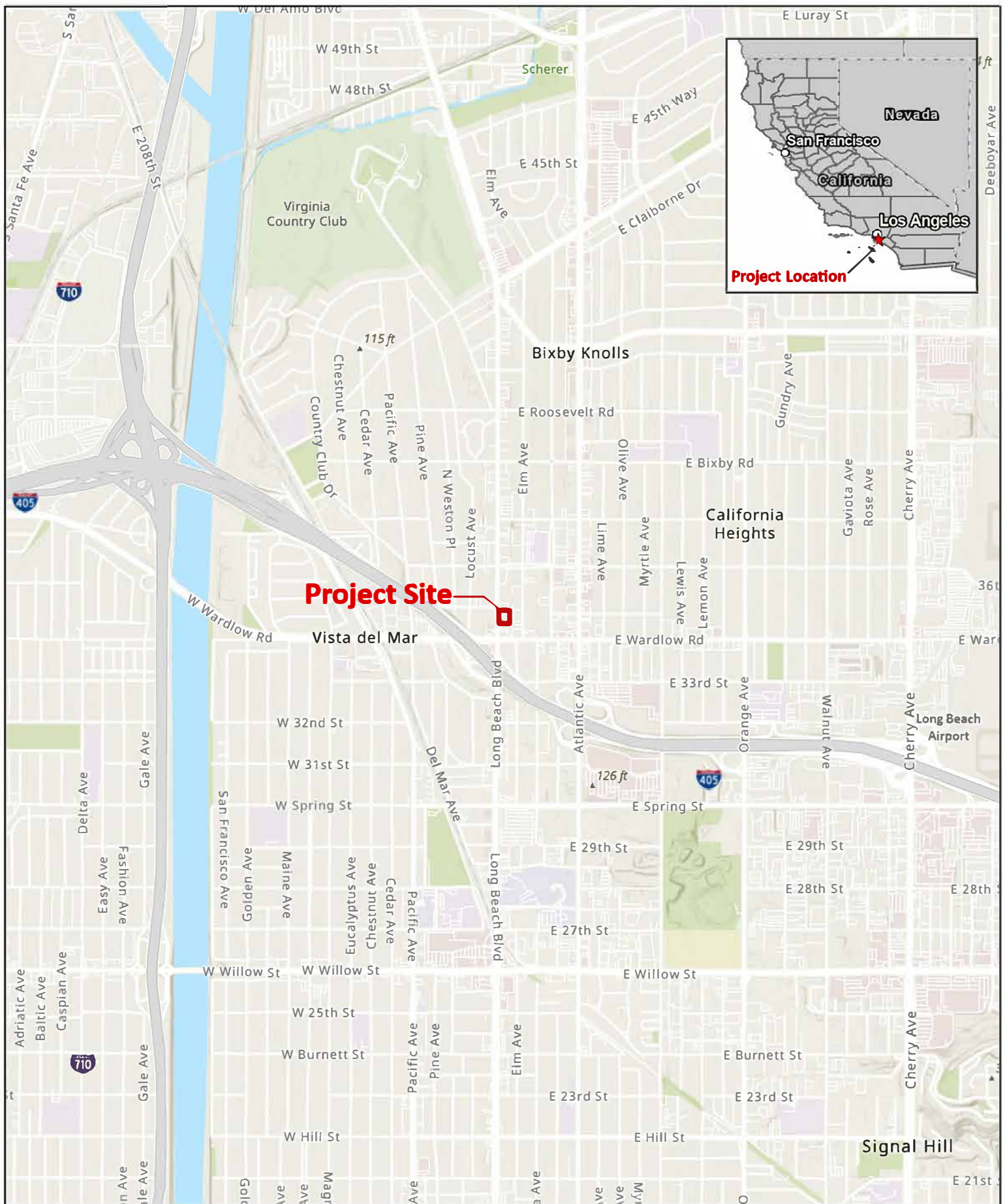
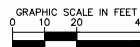
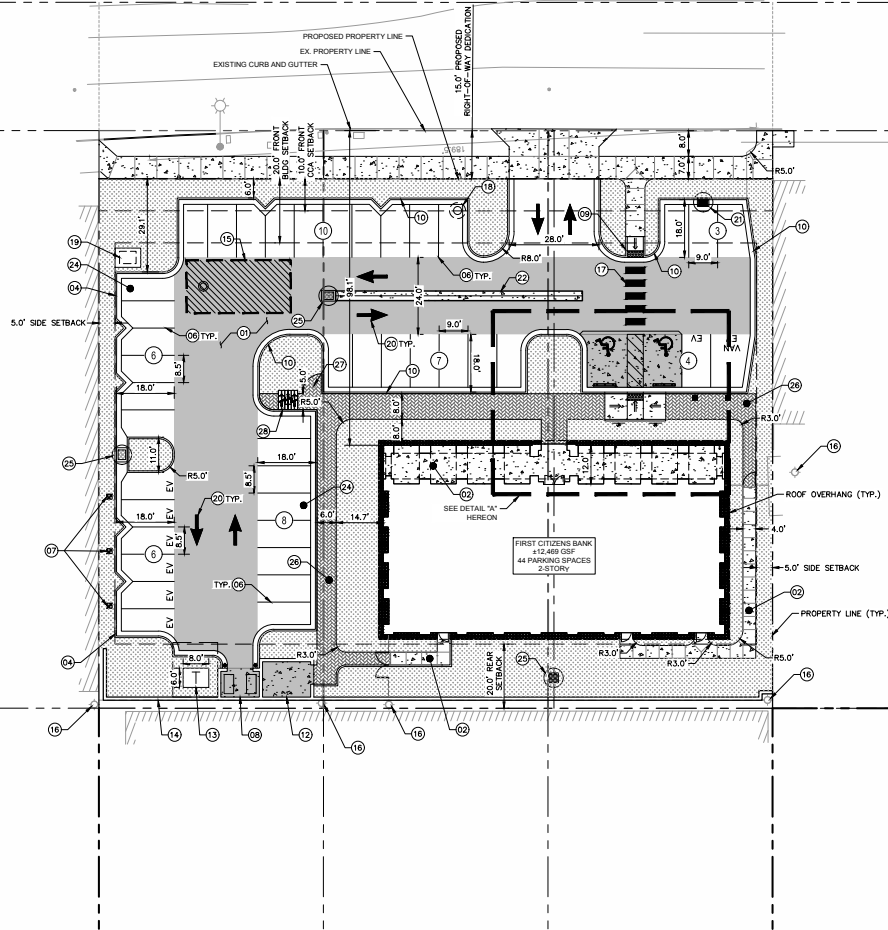


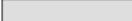
Exhibit 1: Regional Vicinity Map

FIRST CITIZENS BANK - LONG BEACH PROJECT

| | |
|-------------------------------------------------------------|-----------------------------|
| SEE OFFSITE PLANS FOR WORK WITHIN PUBLIC RIGHT-OF-WAY | 70.0-FT PUBLIC RIGHT-OF-WAY |
|-------------------------------------------------------------|-----------------------------|



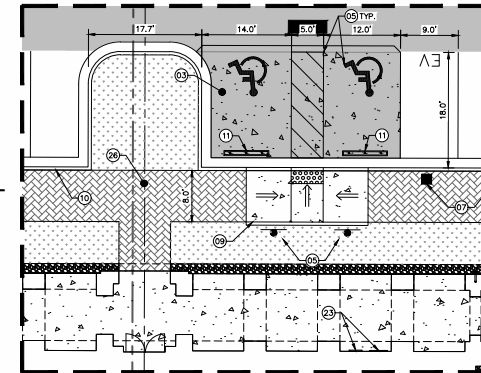
| | |
|----|-----------------------------------------------------------------------------------------------------------------------------------|
| 61 | CONSTRUCT HEAVY DUTY ASPHALT. |
| 62 | CONSTRUCT STANDARD DUTY CONCRETE. |
| 63 | CONSTRUCT HEAVY DUTY CONCRETE. |
| 64 | CONSTRUCT 6" CURB AND GUTTER. |
| 65 | INSTALL ADA SIGNAGE AND MARKINGS. |
| 66 | INSTALL STANDARD PARKING STRIPING. |
| 67 | INSTALL ELECTRIC VEHICLE CHARGING STATION (EVCS). |
| 68 | CONSTRUCT TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. |
| 69 | CONSTRUCT DEPRESSIONED CURB RAMP. |
| 70 | CONSTRUCT 6" SPILL CURB AND GUTTER. |
| 71 | INSTALL WHEEL STOP. |
| 72 | CONSTRUCT MECHANICAL COURTYARD. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. |
| 73 | CONSTRUCT TRANSFORMER EASEMENT AREA. |
| 74 | CONSTRUCT EFS CLAD BLOCK WALL. |
| 75 | PRE-CAST CONCRETE RAINWATER HARVESTING TANK. |
| 76 | EXISTING POWER POLE TO REMAIN. |
| 77 | CONSTRUCT 6.6' WIDE CROSSWALK. |
| 78 | STORM WATER QUALITY PRETREATMENT UNIT. |
| 79 | PROPOSED MECHANICAL SKID. |
| 80 | INSTALL DIRECTIONAL ARROWS. |
| 81 | PROPOSED SIDEWALK INLET STRUCTURE. |
| 82 | CONSTRUCT CONCRETE VALLEY GUTTER. |
| 83 | ATM AND NIGHT DEPOSIT BOX CONNECTED TO BUILDING. |
| 84 | CONSTRUCT STANDARD DUTY ASPHALT. |
| 85 | CATCH BASIN. |
| 86 | INSTALL PAVERS LAID IN HERRINGBONE PATTERN ON 45-DEGREE BIAS TO BUILDING ENTRANCE. SEE HARDCAPE PLANS FOR ADDITIONAL INFORMATION. |
| 87 | PROPOSED FLAG POLE. |
| 88 | PROPOSED BICYCLE RACK. |

| | |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|
|  | PROPERTY LINE |
|  | SETBACK LINE |
|  | STANDARD CURB AND GUTTER |
|  | SPILL CURB AND GUTTER |
|  | PARKING SPACE COUNT |
|  | SIGN (SEE PLAN) |
|  | WHEEL STOP |
|  | ACCESSIBLE PARKING MARKING (V INDICATES VAN ACCESSIBLE) |
|  | DIRECTIONAL PAVEMENT ARROWS |
|  | DEPRESSED CURB RAMP |
|  | STANDARD DUTY ASPHALT |
|  | HEAVY DUTY ASPHALT |
|  | STANDARD DUTY CONCRETE |
|  | HEAVY DUTY CONCRETE |
|  | PAVERS - SEE HARDSCAPE PLAN FOR ADDITIONAL INFORMATION |
|  | LANDSCAPE PER LANDSCAPE PLANS |

| | |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SITE ADDRESS: | 3420 LONG BEACH BOULEVARD, LONG BEACH, CA 90801 |
| COORDINATES: | 33.15594 N, 118.18856 W |
| AN#: | 7145-006-010, -011, & -012 |
| LOT AREA: | 0.86 AC. |
| ZONING: | COMMUNITY COMMERCIAL AUTOMOBILE ORIENTED (CCA) AND WITHIN HIGH-RISE OVERLAY DISTRICT (PH) |
| WATERSHED: | CAUTION CREEK LOS ANGELES RIVER WATERSHED |
| FLOOD PLAIN: | ZONE X |
| BUILDING SETBACKS: | FRONT: 10'FT (CCA); 10' FT PH+4' BUILDING UNDER 25' FT; 20' (PH+4' BUILDING OVER 45' FT); REAR AND SIDE 5' FT + ADJACENT TO NON-RESIDENTIAL, & 20' FT + ADJACENT TO REAR YARD OF RESIDENTIAL DISTRICT (CCA) |
| LANDSCAPE BUFFER: | REQUIRED ON ALL 4 SIDES IF BUILDING HEIGHT OVER 6' FT |
| MAX. IMPERVIOUS: | NO MORE THAN 30% OF ON-SITE AREA NOT PERMITTED FOR DRIVEWAYS, DRIVEWAYS, AND APPOINTING PARKING. |
| PRO. IMPERVIOUS: | 0.86 AC. (86% \approx 77% IMPERVIOUS) |
| SIDEWALK AND ENCLOSURE AREA: | SIDEWALK: 2,600 SF ENCLOSURES: 276 SF TOTAL IMPERVIOUS NOT STRUCTURE+COVEREDPARKING: 15,130 SF |
| PRO. PERVIOUS: | 8.6% SF 0.2 = 0.8% \times 30% \times 30% |
| MAX. F.A.R.: | NO F.A.R. REQUIREMENT PER CCA ZONING |
| MAX. BUILDING HEIGHT: | 2 STORIES, 28' FT (CCA); 4 STORIES (PH+4') |
| PRO. BUILDING HEIGHT: | 41' 9" |
| MIN. LOT SIZE: | 10,000 SF |
| MAX. BUILDING SIZE PER PARKING REQUIREMENT: | 12,489 SF GROSS FLOOR AREA (FPA) |
| PRO. BUILDING SIZE: | 7,907 SF |
| PARKING REQUIRED: | 1 SPACES PER 1,000 FPA 12,489 SF / 1,000 SF + 12.5 12.5 SPACES PER 1,000 SF 7.9 SPACES PER 1,000 SF TOTAL SPACES REQUIRED: 12.5 + 7.9 = 20.4 SPACES |
| PARKING PROVIDED: | 2 ADA SPACES, 8 EV SPACES, 3 STANDARD SPACES TOTAL SPACES: 10.7 SPACES |

BUILDING DATA:
8,600 SF ALLOWABLE > 7,907 SF PROVIDED
3,347 SF (1ST OCC)
4,560 SF (2ND OCC)

SPRINKLED
(1,251 SF EXTERIOR ARCADE)
6,167 GSF FOOTPRINT (1ST FLR)
6,302 GSF (2ND FLR PERIMETER)
12,469 GROSS BUILDING SF



SCALE: 1"=10'



Exhibit 2: Conceptual Site Plan

FIRST CITIZENS BANK - LONG BEACH PROJECT

Impact Analysis

Project Construction Trip Generation

Automobile and truck traffic volumes associated with Project-related construction activities would vary throughout Project construction, as different activities occur. Regardless, Project-related construction traffic would be temporary and cease upon completion of construction. Furthermore, as required by the Long Beach Department of Public Works, the proposed Project Applicant would develop a Construction Traffic Control Plan (CTCP), signed and stamped by a professional civil or traffic engineer as part of the permit application, and would implement the CTCP during Project construction.¹ The CTCP would not allow construction-related lane closures on Long Beach Boulevard between 6:00 a.m. and 8:30 a.m. or 3:30 p.m. and 6:30 p.m. The CTCP shall take into account and coordinate with other construction staging and traffic management plans that are in effect or have been proposed for other projects in the City of Long Beach. The CTCP may include, but would not be limited to, the following measures to minimize transportation impacts during Project construction:

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

¹ City of Long Beach, Standard Practice for Traffic Control Plan, <<https://www.longbeach.gov/globalassets/pw/medialibrary/documents/resources/engineering/standard-plans/city-of-long-beach-standard-practic-for-traffic-control-plans>>, (accessed June 6, 2023).

Project Operations Trip Generation

The Project proposes one bank/office building totaling 12,469 SF. **Table 1: Project Trip Generation** indicates the proposed Project's trip generation estimate based upon Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for the proposed Project land uses. The ITE Trip Generation Manual description for Walk-in Bank (ITE Land Use Code 911) does not account for ancillary office space; therefore, the office trip generation was analyzed as a separate land use for conservative estimates. It is assumed the building would be operated by one tenant, with one-half of the first floor of the two story building dedicated to walk-in bank uses. Accordingly, Office Land Use trip generation was estimated by applying approximately 75% of the total building sf while the Walk-in Bank used 25%. The total building size was increased to 12,700 sf as an additional measure to conservatively overestimate trip generation. As shown in Table 1 below, the proposed Project is estimated to generate 294 daily trips with 15 trips during the a.m. peak hour and 51 trips during the p.m. peak hour.

Table 1: Project Trip Generation

| Land Use | Quantity | Unit | Trip Generation Estimates ¹ | | | | | | |
|--------------------------------------|----------|------|----------------------------------------|--------------|----------|-----------|---------------------------|-----------|-----------|
| | | | Daily | AM Peak Hour | | | PM Peak Hour ² | | |
| | | | | In | Out | Total | In | Out | Total |
| General Office Building ³ | 9.58 | KSF | 104 | 13 | 2 | 15 | 2 | 11 | 13 |
| Walk-In Bank ⁴ | 3.12 | KSF | 190 | 0 | 0 | 0 | 17 | 21 | 38 |
| Total Project Trips | | | 294 | 13 | 2 | 15 | 19 | 32 | 51 |

KSF = thousand square feet; DU = dwelling unit

1. Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

2. Trips are one-way traffic movements, entering or leaving.

3. General Office Building Average Trip Generation Rates (ITE Land Use Code 710):

Daily: 10.84 AM Peak Hour: [In: 1.338, Out: 0.182, Total: 1.52] PM Peak Hour: [In: 0.245, Out: 1.195, Total: 1.44]

4. Walk-in Bank Average Trip Generation Rates (ITE Land Use Code 911):

Daily: [(PM Peak)*(5)] AM Peak Hour: [In: 0, Out: 0, Total: 0] PM Peak Hour: [In: 5.337, Out: 6.793, Total: 12.13]

Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2017, Kimley-Horn, 2023.

City of Long Beach General Plan and Bicycle Master Plan Consistency

The proposed Project is an infill commercial development featuring office/bank. The General Plan land use designation for the Project site is CC. ² The CC land use designation is intended to serve automobile oriented commercial goods and services in buildings no higher than five stories or 60 feet. The proposed land use is consistent with the current General Plan land use designation for the Project site and is identified as a permissible use for this zoning district.

The City of Long Beach Bicycle Master Plan final phase build out includes development of an “8-to-80” bikeway on Long Beach Boulevard. However, the planning horizon for the Bicycle Master Plan is 2040 and the proposed Project would not conflict with the plan. The proposed Project would contribute to the City’s bicycle infrastructure by providing three bicycle racks.

Public Transit

Project construction may result in temporary lane closures on Long Beach Boulevard. However, the Route 51 bus stops are of sufficient distance from the proposed Project site that temporary lane closures would be unlikely to affect the ability of Routes 51 to operate. Furthermore, the proposed Project would develop a CTCP to limit potential impacts with transit.

Vehicle Miles Traveled

CEQA Guidelines § 15064.3(b) provides regulations on determining the significance of transportation impacts. To assist in determining the appropriate level of study for transportation impacts, the City has published two sets of guidelines. *SB 743 Implementation for the City of Long Beach, CEQA Transportation Thresholds of Significance Guide*,³ (SB 743 Guide) provides guidance on the City’s CEQA transportation thresholds of significance. *Traffic Impact Analysis Guidelines* (TIA Guidelines)⁴ provides direction for reviewing the traffic and circulation impacts of proposed development projects. Using this guidance, the construction and operational transportation impacts as measured by number of trips generated, was analyzed for the proposed Project.

As stated in the TIA Guidelines, “The decision to require a TIA will be made by the City’s Traffic Engineer based on these guidelines. Transportation impact studies are required whenever there is potential for a significant impact under a local policy or CEQA. Generally, a TIA may be required for any project in Long Beach that is expected to generate 500 or more net new daily trips, including both inbound and outbound trips.” As shown above in Table 1, based on the type and size of the proposed Project, the Project would result in approximately 294 daily trips, which should exempt the Project from the need to perform a TIA. However, as the TIA Guidelines further state “The Department of

² City of Long Beach, 2019. *City of Long Beach General Plan*. Land Use District Maps, <<https://www.longbeach.gov/lbds/planning/advance/maps/land-use-district-maps2/>>, (accessed April 19, 2023).

³ LSA, *SB 743 Implementation for the City of Long Beach, CEQA Transportation Thresholds of Significance Guide*, (May 28, 2020).

⁴ City of Long Beach, CA, *Traffic Impact Guidelines*, (June 2020).

Public Works may also require that a TIA be prepared for any project regardless of size, nature, or location, if there are concerns over safety or operational issues, or if the project is located in an area significantly impacted by traffic.”

As shown on Figure 1 of the SB 743 Guide, the proposed Project is located within a transit priority area (TPA) and is within 0.5 mile of a major transit stop. As the proposed Project meets at least both screening criteria provided in the SB 743 Guide, (i.e., less than 500 ADT or being located within a TPA and half mile of a major transit stop), any impacts from the proposed Project are “presumed to cause a less than significant transportation impact”. Accordingly, the proposed Project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b) and any impact would be less than significant.

Geometric Design

Vehicular access would be provided via a two-way driveway from Long Beach Boulevard at the Project site’s western boundary. As required by the City’s Municipal Code (LBMC), internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers design for emergency vehicles and fire services. The proposed Project driveway and internal drive aisle configuration would be constructed pursuant to City of Long Beach Fire Department (LBFD) standards, and the proposed Project would not require any off-site roadway improvements.

Because of the nature of the proposed land use, the proposed Project does not include the use of any incompatible vehicles or equipment on the site. No Project component would increase hazards to the public due to incompatible use; the office uses proposed by the Project are consistent with the land use designations for the site and are compatible with surrounding land uses. All on-site improvements and the driveway would also be constructed as approved by the City of Long Beach Public Works Department. Sight distance at the Project driveway would be subject to compliance with applicable American Association of State Highway and Transportation Officials (AASHTO) § 9.5.2: Sight Triangles sight distance standards. Therefore, no impacts would occur.

Emergency Access

Emergency access is determined by the number of private and public access points, the width of the access point, and internal roadways serving a project site. As discussed above, primary vehicular access to the Project site would be provided via a two-way driveway from Long Beach Boulevard at the Project site’s western boundary. Pedestrian access from the sidewalk on Long Beach Boulevard would be provided immediately adjacent to the driveway. Project site design, including automobile and pedestrian access would comply with the City’s design standards and other requirements as established in the LBMC. The site plans are subject to site and design review and the LBFD would review the site plan prior to the approval of permits for construction of the proposed Project to ensure that adequate emergency access is provided. Accordingly, the proposed Project would not result in inadequate emergency access and any impacts would be less than significant. This issue will not be carried forward for further analysis in the EIR.

Summary and Conclusion

The Project proposes one office and bank building totaling 12,469 SF. The proposed Project is estimated to generate 294 daily trips with 15 trips during the a.m. peak hour and 51 trips during the p.m. peak hour. The proposed Project is consistent with the City's zoning and General Plan land use designations for the Project site. In addition, the proposed Project would not negatively impact the internal vehicular circulation paths on the Project site, nor impact any existing ingress and egress points. Finally, the proposed Project would be required to develop and implement a CTCP, subject to the approval by the Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Thus, a less than significant impact would occur, and no mitigation measures would be required.

In accordance with the City's SB 743 Implementation document, because the Project meets at least one of the screening criteria listed (i.e., less than 500 ADT or being located within half mile of a TPA), the impacts from the proposed Project are "presumed to cause a less than significant transportation impact". Therefore, as the Project would meet the screening criteria, the Project would result in a less than significant VMT impact.