

# Notice of Exemption

## Appendix E

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

County Clerk

County of: Los Angeles

12400 Imperial Highway

Norwalk, CA 90650

From: (Public Agency): City of Long Beach

411 W. Ocean Boulevard

Long Beach, CA 90802

(Address)

2025 022181



FILED

Feb 03 2025


Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by BYRON PATTON JR

Project Title: City of Long Beach Community ID (Palo Verde Pedestrian Overcrossing Bridge Sign)

Project Applicant: City of Long Beach

Project Location - Specific:

The Project is located in the City of Long Beach at the existing Palo Verde Pedestrian Overcrossing Bridge (Bridge # 53 2713) over 7th Street / State Route 22 (SR-22). 

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

Description of Nature, Purpose and Beneficiaries of Project:

The City would install a signature gateway sign over 7th St / SR-22 at the Palo Verde Avenue Pedestrian Overcrossing to designate entry into the City at its eastern border. As part of the design for the sign, some pre-construction activities will be needed to refine the design (including but not limited to a Patina Test).

Name of Public Agency Approving Project: City of Long Beach

Name of Person or Agency Carrying Out Project: City of Long Beach, Public Works

THIS NOTICE WAS POSTED

Exempt Status: (check one):

ON February 03 2025

☐ Ministerial (Sec. 21080(b)(1); 15268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));


☒ Categorical Exemption. State type and section number: 15311 (Class 11)

UNTIL March 05 2025

REGISTRAR - RECORDER/COUNTY CLERK

☐ Statutory Exemptions. State code number: \_\_\_\_\_

Reasons why project is exempt:

The Project proposes installation of Community Identification Signage on the existing Palo Verde pedestrian bridge over 7th /SR-22. The proposed improvements are within the existing highway right-of-way and do not create additional automobile lanes or increase highway capacity. Due to the nature of proposed activities, no Exceptions listed in Section 15300.2 are present that would prohibit the use of a Class 11 Exemption. 

Lead Agency

Contact Person: Kimvy Nguyen, PE

Area Code/Telephone/Extension: (714) 481-7939

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature:  Date: 1/31/25 Title: Project Manager

☐ Signed by Lead Agency ☒ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

**CEQA Categorical Exemption  
Environmental Review Document**

**City of Long Beach Community ID  
(Palo Verde Pedestrian Overcrossing Bridge Sign)**

**January 2025**

**CEQA Lead Agency:**

**City of Long Beach  
333 W. Ocean Blvd  
Long Beach, CA 90802**

**Prepared by:**



**moffatt & nichol**

**4225 E. Conant Street  
Long Beach, CA 90808**

**Contact: Stephanie Oslick, AICP, ENV SP**

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## LIST OF ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Long Beach
EOS	edge of shoulder
DTSC	Department of Toxic Substances Control
Metro	Los Angeles County Metropolitan Transportation Authority
Project	Palo Verde Pedestrian Overcrossing Sign
ROW	right-of-way
SR	State Route



## **1.0 INTRODUCTION**

### **1.1 Background**

The City of Long Beach discussed enhancing major entrances into Long Beach to serve as the first impression for visitors during a City Council Special meeting in August 2014. During an April 2015 Council meeting, there was additional discussion identifying the need for clear signage to mark the boundary of the City and project an accurate and positive image of Long Beach to visitors. During that meeting, the Council initiated a study for improving and enhancing signage at major entrances and the SR-22 / 7th Street entry where the project, part of the Caltrans Community Identification (ID) program, is proposed was specifically mentioned as a gateway location. In August 2015, the Mayor's FY 2016 budget recommendations included allocating \$400,000 for study and implementation of a city-wide wayfinding program. The Council ultimately approved this recommendation in October 2015. In December 2015, the city released an RFP seeking a consultant to develop a comprehensive wayfinding program. The Consultant would establish guidelines for signs to be installed at City gateways, in downtown and in beach areas. The gateway signage was identified as the top priority (of three program components). City staff selected Selbert Perkins Design in March 2016 and their first order of work was to assess specific needs of the community and formulate priorities. This was done by reviewing existing data and gathering new data through community outreach. The outreach effort included an online survey and a series of community workshops soliciting input on the factors to consider in designing new signs to be installed. One of the findings from this effort was how people had a difficult time distinguishing when they were in Long Beach and when they were not. This reinforced the need for unique City Gateways to clearly indicate entry into the City while also communicating the identity and values of Long Beach. Citywide Wayfinding & Signage Program Guidelines were developed based on the input received and adopted by the Council in April 2017. The Guidelines are now being implemented at locations throughout the City as individual projects. The Community ID is proposed as the next step to implement the Gateway identified in the City's Wayfinding Program.

### **1.2 Location of Project**

The Project is in the City of Long Beach, California and lies within the California Department of Transportation (Caltrans) right-of-way (ROW) airspace. The Project would be constructed on the Palo Verde Pedestrian Overcrossing Bridge above the State Route 22 (SR-22).

### **1.3 Environmental Setting**

The Project is in a highly-urbanized area, situated just west of the Long Beach Bikeway Rte 10/Channel View Park and Los Cerritos Channel and just north of the Charles F. Kettering Elementary School.

### **1.4 Project Description**

The City proposes installation of a signature gateway over SR-22/7th Street to designate entry into the City at its eastern border. The City of Long Beach Community ID (Palo Verde Pedestrian Overcrossing Bridge Sign) project (herein referred to as the "Community ID") will be processed through Caltrans

Community Identification program. The Community ID is proposed to be installed on the existing Palo Verde Avenue Pedestrian Overcrossing (Bridge # 53 2713).

The following improvements are proposed:

1. Internally illuminated letters spelling "LONG BEACH". The letters will span the outer lanes in the westbound direction.
2. Aluminum perforated panels of differing colors, painted with a satin finish, along the entire length of eastern face. The panels will be externally mounted over the existing chain link mesh that will remain in place.
3. New light fixtures along the entire length of the eastern face of the bridge to illuminate the panels. The lighting will be mounted along the exterior bottom edge of the bridge and fixtures will be positioned to direct light toward the panels. Lighting will be designed to avoid shining out onto the road, adjacent waterway or straight up into the sky.
4. Cleaning the external faces of the existing structure, with isolated areas of spot blast and patina treatment, and painting piers 8 and 9.

## 1.5 Approvals and Permits

Below is a list of agencies that may rely upon this document for compliance with the California Environmental Quality Act (CEQA) to issue any permits or approvals required to proceed with the Project. Acting as Lead Agency, Responsible Agency or Trustee Agency, these agencies include but are not limited to the following:

- City of Long Beach
- Caltrans

## 2.0 CEQA COMPLIANCE

### 2.1 Categorical Exemption

The proposed Project is categorically exempt from further documentation under the California Environmental Quality Act (CEQA) in accordance with Article 19 of the CEQA Guidelines, Title 14 Section 15301. Existing Facilities, Class 1. The Project proposes addition of a sign onto an existing pedestrian overcrossing structure over the SR-22 Freeway. The project involves negligible or no expansion of existing or former use of the pedestrian structure. Due to the nature of proposed activities, no Exceptions listed in Section 15300.2 are present that would prohibit the use of a Class 1 Exemption.

### 2.2 Exceptions to Categorical Exemptions

A project that meets the criteria of a Categorical Exemption under normal circumstances may not otherwise be considered categorically exempt if unusual circumstances (or “exceptions”) are present. The CEQA Guidelines, *Article 19, Categorical Exemptions, Section 15300.0 Exceptions*, outlines classes/conditions where a project may have a significant effect on the environment due to the presence of unusual circumstances. The classes/conditions are related to location, cumulative impacts, significant effects, scenic highways, hazardous waste sites and historical resources. The classes/conditions are listed in the table below and followed by comments based on environmental review performed for this Project. As shown in the table, the environmental review has determined there are no exceptions present for this Project that would preclude the use of a Categorical Exemption.

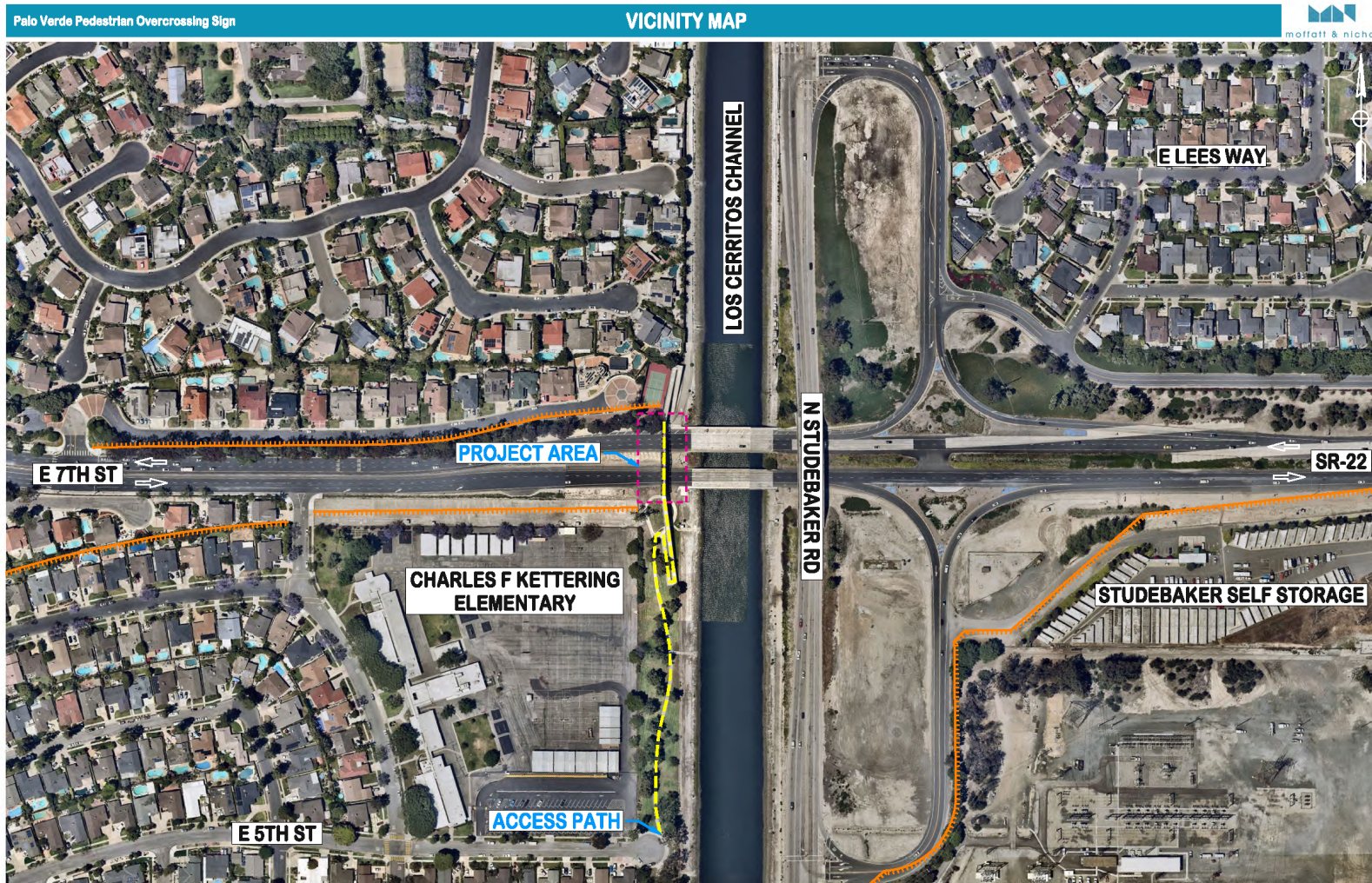
Any exceptions present that preclude use of a Categorical Exemption?		
<p><b>Location.</b> Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.</p>		
<p><i>Comments:</i> No designated or mapped hazardous material sites are located at the Project site per review of the Regional Water Quality Control Board GeoTracker database (<a href="https://geotracker.waterboards.ca.gov">https://geotracker.waterboards.ca.gov</a>) and the Department of Toxic Substances Control (DTSC) EnviroStor database (<a href="https://www.envirostor.dtsc.ca.gov/public/">https://www.envirostor.dtsc.ca.gov/public/</a>) accessed on January 30, 2025. The closest such location is on the other side of Los Cerritos Channel where there is a voluntary cleanup due to potential contamination of motor oil from manufacturing petroleum at 692 North Studebaker Road, Long Beach. Per the DTSC EnviroStor database, the site is owned by Southern California Edison and previously leased to Intra American Foundation &amp; Drilling Company, Inc. when approximately “...75% of the property was used for storage of construction materials and equipment</p>	Yes	No <b>X</b>

<p>consisting of drill augers, hydraulic equipment, large diameter pipes, steel forms and 55-gallon drums. The Site was also used as an equipment maintenance and repair facility. The parcels surrounding the area have been oil fields since the 1950's. Review of past records indicates that the area where the Site is located was formerly a low-lying marsh area that was graded to its present condition... DTSC approved the report in May 2005 and a Land Use Covenant was drafted and recorded with the County in 2006 prohibiting unrestricted land use. There are no annual inspection reports since then.” (Cleanup Status: Inactive – Action Required as of 9/9/2020 at EPTC ALAMITOS PARCEL 3-4 (19130113).</p>		
<p><b>Cumulative Impact.</b> All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.</p>		
<p><i>Comments:</i> Based on the relatively low-intensity and short duration of proposed Project activities, no foreseeable projects have been identified that are anticipated to contribute to a cumulatively significant environmental impact.</p>	Yes	No <b>X</b>
<p><b>Significant Effect.</b> A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.</p>		
<p><i>Comments:</i> The Project would add a lighted sign on an existing pedestrian overcrossing structure. Construction would be relatively short within a restricted location within the airspace of Caltrans ROW. No unusual circumstances have been identified.</p> <p>Per City of Long Beach Federal Emergency Management Agency (FEMA) Flood Zones map (effective 9/26/2008, map dated 12/13/2018), the project site appears to be located within a FEMA Zone X (0.2% annual chance of flood hazard) and adjacent to Los Cerritos Channel (Zone A). However, no impacts are anticipated with the addition of a lighted sign on the existing pedestrian overcrossing structure.</p>	Yes	No <b>X</b>
<p><b>Scenic Highways.</b> A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.</p>		
<p><i>Comments:</i> No officially designated or eligible scenic highways are within proximity to the proposed Project per review of the Caltrans California Scenic Highway Mapping System (<a href="https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways">https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways</a>) accessed on December 24, 2021.</p>	Yes	No <b>X</b>

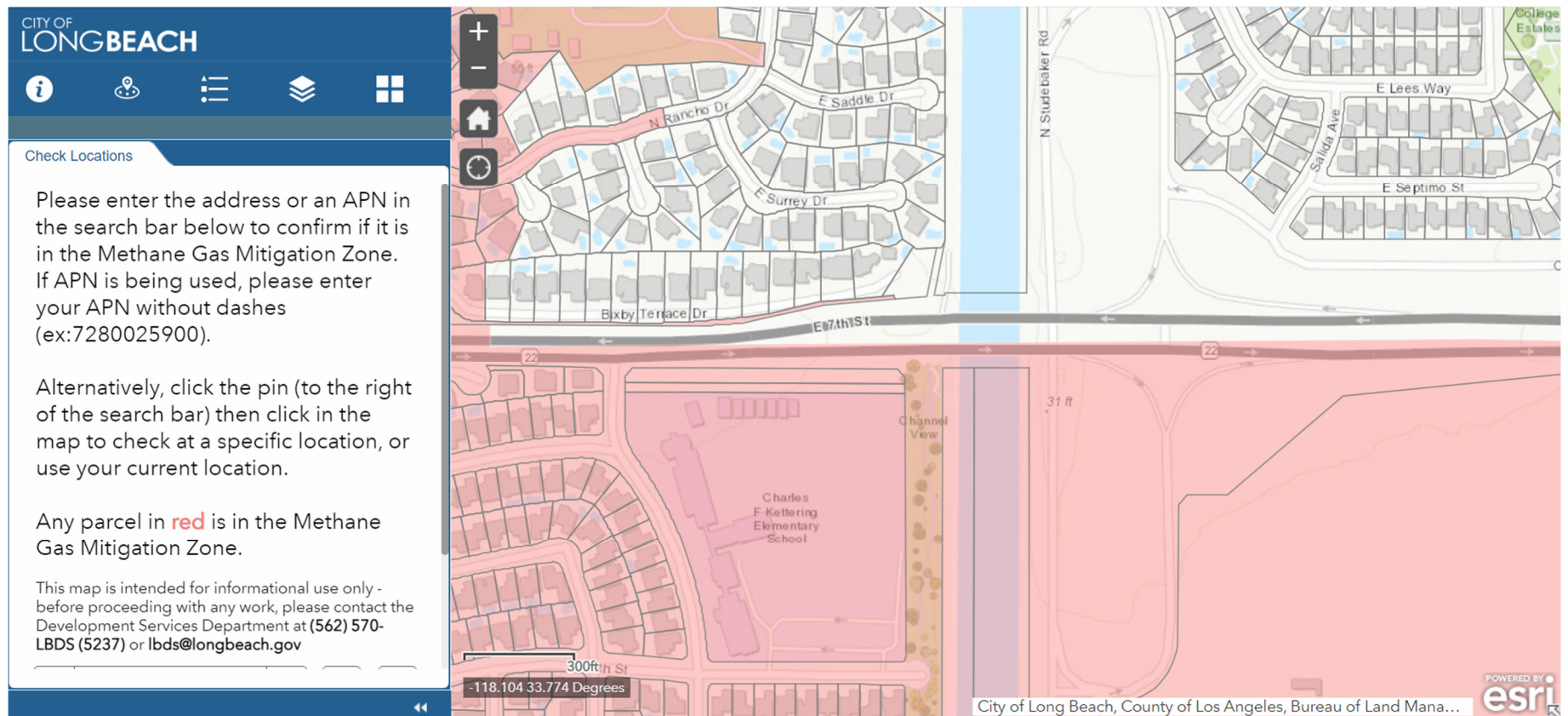
The nearest such resource is Highway 1, which is eligible for designation and just over 3/4 -mile away to the west.		
<b>Hazardous Waste Sites.</b> A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.		
<p><i>Comments:</i> As previously discussed, no designated or mapped hazardous material sites are located near the Project site per review of the Regional Water Quality Control Board GeoTracker database and the Department of Toxic Substances Control EnviroStor database. Just south of the project area (SR-22 is the northern boundary) of a City of Long Beach Methane Gas Mitigation Zone, which will not be impacted by this project as this project will not be working below ground. See Attachment B.</p> <p>Per the City of Long Beach (map dated May 2021), the project site appears to be located within a Liquefaction Zone; however, since the pedestrian overcrossing structure is existing, no impacts are anticipated.</p>	Yes	No <b>X</b>
<b>Historical Resources.</b> A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.		
<p><i>Comments:</i> No historical landmark locations are near the Project site per review of the City of Long Beach Historic Preservation Element 2030 General Plan (Figure 12, <i>City of Long Beach Designated Landmarks</i>) adopted on June 22, 2010. The closest landmark is Rancho Los Amigos, which was built in 1806 and is located at 6400 Bixby Road and designated in 1981.</p>	Yes	No <b>X</b>



## Attachment A: Vicinity Map





**Attachment B: City of Long Beach Methane Gas Mitigation Zone**

Source: City of Long Beach Development Services Department (accessed on 12/26/2021)