

# **Draft Environmental Impact Report**

## **Pacific Place Project**

**SCH No. 2023060250**

Prepared for	City of Long Beach Community Development Department Planning Bureau 411 West Ocean Boulevard, Third Floor Long Beach, CA 90802
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## TABLE OF CONTENTS

<b><u>Section</u></b>	<b><u>Page</u></b>
<b>Section 1.0 Executive Summary .....</b>	<b>1-1</b>
1.1 Introduction .....	1-1
1.2 Project Location and Setting .....	1-1
1.3 Project Description .....	1-2
1.4 Areas of Controversy .....	1-3
1.5 Summary of Environmental Impacts .....	1-5
1.6 Alternatives to the Project .....	1-6
1.6.1 No Project Alternative .....	1-6
1.6.2 Alternative 1 – Development According to Existing Land Use Designations .....	1-6
1.6.3 Alternative 2 – Reduced RV Storage .....	1-7
1.7 References .....	1-25
<b>Section 2.0 Introduction .....</b>	<b>2-1</b>
2.1 Project Background .....	2-1
2.2 Summary and Scope of the Project .....	2-2
2.2.1 California Environmental Quality Act Baseline .....	2-3
2.3 CEQA Requirements .....	2-4
2.3.1 Environmental Procedures .....	2-4
2.4 DEIR Organization .....	2-5
2.5 Issues to Be Addressed in the EIR .....	2-6
2.6 Effects Not Found to be Significant .....	2-6
2.7 References .....	2-10
<b>Section 3.0 Project Description .....</b>	<b>3-1</b>
3.1 Purpose of the Project Description .....	3-1
3.2 Project Location .....	3-1
3.3 Project Objectives .....	3-1
3.4 Environmental Setting .....	3-2
3.4.1 Existing Conditions and Surrounding Land Uses .....	3-2
3.5 Project Elements .....	3-5
3.6 Agency Approvals .....	3-11
<b>Section 4.0 Environmental Analysis .....</b>	<b>4-1</b>
4.0.1 Environmental Analysis Format .....	4-1
4.0.2 Cumulative Impacts .....	4-3

4.1	Aesthetics .....	4.1-1
4.1.1	<i>Summary of Previous Environmental Documentation</i> .....	4.1-1
4.1.2	<i>Environmental Setting</i> .....	4.1-1
4.1.3	<i>Project Impacts</i> .....	4.1-3
4.1.4	<i>Cumulative Impacts</i> .....	4.1-8
4.1.5	<i>References</i> .....	4.1-10
4.2	Air Quality .....	4.2-1
4.2.1	<i>Summary of Previous Environmental Documentation</i> .....	4.2-1
4.2.2	<i>Environmental Setting</i> .....	4.2-2
4.2.3	<i>Project Impacts</i> .....	4.2-16
4.2.4	<i>Cumulative Impacts</i> .....	4.2-36
4.2.5	<i>References</i> .....	4.2-37
4.3	Biological Resources .....	4.3-1
4.3.1	<i>Summary of Previous Environmental Documentation</i> .....	4.3-1
4.3.2	<i>Environmental Setting</i> .....	4.3-4
4.3.3	<i>Project Impacts</i> .....	4.3-15
4.3.4	<i>Cumulative Impacts</i> .....	4.3-27
4.3.5	<i>References</i> .....	4.3-31
4.4	Cultural Resources .....	4.4-1
4.4.1	<i>Summary of Previous Environmental Documentation</i> .....	4.4-1
4.4.2	<i>Environmental Setting</i> .....	4.4-2
4.4.3	<i>Project Impacts</i> .....	4.4-13
4.4.4	<i>Cumulative Impacts</i> .....	4.4-18
4.4.5	<i>References</i> .....	4.4-20
4.5	Energy .....	4.5-1
4.5.1	<i>Summary of Previous Environmental Documentation</i> .....	4.5-1
4.5.2	<i>Environmental Setting</i> .....	4.5-1
4.5.3	<i>Project Impacts</i> .....	4.5-8
4.5.4	<i>Cumulative Impacts</i> .....	4.5-15
4.5.5	<i>References</i> .....	4.5-17
4.6	Geology and Soils .....	4.6-1
4.6.1	<i>Summary of Previous Environmental Documentation</i> .....	4.6-1
4.6.2	<i>Environmental Setting</i> .....	4.6-2
4.6.3	<i>Project Impact Analysis</i> .....	4.6-7
4.6.4	<i>Cumulative Impacts</i> .....	4.6-15
4.6.5	<i>References</i> .....	4.6-17
4.7	Greenhouse Gas Emissions .....	4.7-1
4.7.1	<i>Summary of Previous Environmental Documentation</i> .....	4.7-1
4.7.2	<i>Environmental Setting</i> .....	4.7-1
4.7.3	<i>Project Impacts</i> .....	4.7-12
4.7.4	<i>Cumulative Impacts</i> .....	4.7-29
4.7.5	<i>References</i> .....	4.7-31
4.8	Hazards and Hazardous Materials .....	4.8-1
4.8.1	<i>Summary of Previous Environmental Documentation</i> .....	4.8-1
4.8.2	<i>Environmental Setting</i> .....	4.8-3

4.8.3	<i>Project Impacts</i> .....	4.8-21
4.8.4	<i>Cumulative Impacts</i> .....	4.8-35
4.8.5	<i>References</i> .....	4.8-36
4.9	Hydrology and Water Quality .....	4.9-1
4.9.1	<i>Summary of Previous Environmental Documentation</i> .....	4.9-1
4.9.2	<i>Environmental Setting</i> .....	4.9-2
4.9.3	<i>Project Impacts</i> .....	4.9-9
4.9.4	<i>Cumulative Impacts</i> .....	4.9-18
4.9.5	<i>References</i> .....	4.9-20
4.10	Land Use and Planning .....	4.10-1
4.10.1	<i>Summary of Previous Environmental Documentation</i> .....	4.10-1
4.10.2	<i>Environmental Setting</i> .....	4.10-1
4.10.3	<i>Project Impacts</i> .....	4.10-6
4.10.4	<i>Cumulative Impacts</i> .....	4.10-36
4.10.5	<i>References</i> .....	4.10-37
4.11	Noise .....	4.11-1
4.11.1	<i>Summary of Previous Environmental Documentation</i> .....	4.11-1
4.11.2	<i>Environmental Setting</i> .....	4.11-2
4.11.3	<i>Project Impact Analysis</i> .....	4.11-10
4.11.4	<i>Cumulative Impacts</i> .....	4.11-20
4.11.5	<i>References</i> .....	4.11-22
4.12	Population and Housing.....	4.12-1
4.12.1	<i>Summary of Previous Environmental Documentation</i> .....	4.12-1
4.12.2	<i>Environmental Setting</i> .....	4.12-1
4.12.3	<i>Project Impacts</i> .....	4.12-5
4.12.4	<i>Cumulative Impacts</i> .....	4.12-7
4.12.5	<i>References</i> .....	4.12-8
4.13	Public Services .....	4.13-1
4.13.1	<i>Summary of Previous Environmental Documentation</i> .....	4.13-1
4.13.2	<i>Environmental Setting</i> .....	4.13-2
4.13.3	<i>Project Impacts</i> .....	4.13-6
4.13.4	<i>Cumulative Impacts</i> .....	4.13-11
4.13.5	<i>References</i> .....	4.13-14
4.14	Recreation .....	4.14-1
4.14.1	<i>Summary of Previous Environmental Documentation</i> .....	4.14-1
4.14.2	<i>Environmental Setting</i> .....	4.14-1
4.14.3	<i>Project Impacts</i> .....	4.14-5
4.14.4	<i>Cumulative Impacts</i> .....	4.14-7
4.14.5	<i>References</i> .....	4.14-8
4.15	Transportation.....	4.15-1
4.15.1	<i>Summary of Previous Environmental Documentation</i> .....	4.15-1
4.15.2	<i>Environmental Setting</i> .....	4.15-2
4.15.3	<i>Project Impacts</i> .....	4.15-5
4.15.4	<i>Cumulative Impacts</i> .....	4.15-10
4.15.5	<i>References</i> .....	4.15-11



4.16	Tribal Cultural Resources .....	4.16-1
4.16.1	<i>Summary of Previous Environmental Documentation</i> .....	4.16-1
4.16.2	<i>Environmental Setting</i> .....	4.16-4
4.16.3	<i>Project Impacts</i> .....	4.16-6
4.16.4	<i>Cumulative Impacts</i> .....	4.16-15
4.16.5	<i>References</i> .....	4.16-19
4.17	Utilities and Service Systems .....	4.17-1
4.17.1	<i>Summary of Previous Environmental Documentation</i> .....	4.17-1
4.17.2	<i>Environmental Setting</i> .....	4.17-2
4.17.3	<i>Project Impacts</i> .....	4.17-15
4.17.4	<i>Cumulative Impacts</i> .....	4.17-24
4.17.5	<i>References</i> .....	4.17-28
<b>Section 5.0</b>	<b>Alternatives</b> .....	<b>5-1</b>
5.1	Introduction .....	5-1
5.2	Project Objectives .....	5-2
5.3	Significant and Unavoidable Impacts .....	5-3
5.4	Selection of Alternatives .....	5-3
5.4.1	<i>Alternatives Considered But Rejected</i> .....	5-3
5.4.2	<i>Alternatives Carried Forward For Consideration</i> .....	5-5
5.4.3	<i>Environmentally Superior Alternative</i> .....	5-23
5.5	References .....	5-25
<b>Section 6.0</b>	<b>Other CEQA Considerations</b> .....	<b>6-1</b>
6.1	Effects Determined Not To Be Significant .....	6-1
6.2	Significant Irreversible Environmental Changes Which Would be Caused by the Project Should it be Implemented .....	6-1
<b>Section 7.0</b>	<b>List of EIR Preparers and Persons Consulted</b> .....	<b>7-1</b>
7.1	EIR Preparers .....	7-1
7.1.1	<i>City of Long Beach (Lead Agency)</i> .....	7-1
7.1.2	<i>Psomas (EIR Consultant)</i> .....	7-1
7.2	EIR Contributors .....	7-1
7.3	Organizations and Persons Consulted .....	7-2
7.3.1	<i>Native American Tribe</i> .....	7-2
7.3.2	<i>Department of Toxic Substances Control (DTSC)</i> .....	7-2
7.4	Applicant .....	7-2
7.4.1	<i>Insite</i> .....	7-2

## TABLES

<b><u>Table</u></b>	<b><u>Page</u></b>
1-1 Summary of Project Impacts, Mitigation Measures and Level of Significance .....	1-9
4-1 Cumulative Projects List.....	4-3
4.2-1 Air Quality Levels Measured at Long Beach – Signal Hill Monitoring Stations .....	4.2-8
4.2-2 California and National Ambient Air Quality Standards.....	4.2-10
4.2-3 Attainment Status of Criteria Pollutants in the South Coast Air Basin.....	4.2-12
4.2-4 SCAQMD Air Quality Significance Thresholds.....	4.2-24
4.2-5 Estimated Unmitigated Maximum Daily Construction Emissions (lbs/day) .....	4.2-27
4.2-6 Estimated Maximum Daily Operational Emissions.....	4.2-28
4.2-7 Estimated Mitigated Maximum Daily Construction Emissions (lbs/day).....	4.2-29
4.2-8 Localized Construction Pollutant Emissions (lbs/day).....	4.2-31
4.2-9 Operations Phase Localized Significance Threshold Emissions.....	4.2-32
4.2-10 Unmitigated Health Risk at the Maximally Impacted Sensitive Receptor.....	4.2-33
4.2-11 Mitigated Health Risk at the Maximally Impacted Sensitive Receptor .....	4.2-34
4.4-1 Cultural Resource Studies Within ½-Mile of the Project Area .....	4.4-6
4.4-2 Cultural Resources Within ½-Mile of the Project Site .....	4.4-7
4.5-1 Energy Use During Construction.....	4.5-11
4.5-2 Transportation Energy (gallons/year).....	4.5-13
4.5-3 Energy from Utilities .....	4.5-14
4.7-1 Comparison of Worldwide Greenhouse Gas Emissions .....	4.7-3
4.7-2 Estimated Construction Annual Greenhouse Gas Emissions for the Project.....	4.7-17
4.7-3 Estimated Annual Operational Greenhouse Gas Emissions.....	4.7-18
4.7-4 Estimated Annual Greenhouse Gas Emissions .....	4.7-18
4.7-5 Project Potential to Conflict with the LB CAP .....	4.7-26
4.10-1 Project Consistency with 1996 LA River Master Plan .....	4.10-14
4.10-2 Project Consistency with the General Plan .....	4.10-18
4.11-1 Existing Noise Levels .....	4.11-3
4.11-2 Land Use Compatibility Guidelines for Noise Exposure.....	4.11-5
4.11-3 Long Beach Exterior Noise Standards .....	4.11-8
4.11-4 Air Conditioning Noise Standards .....	4.11-9
4.11-5 Construction Noise Levels at Noise-Sensitive Uses .....	4.11-12
4.11-6 Daily Vehicle Trips .....	4.11-14
4.11-7 Traffic Noise Analysis.....	4.11-15
4.11-8 Vibration Damage Threshold Criteria .....	4.11-17
4.11-9 Vibration Annoyance Criteria .....	4.11-17
4.11-10 Vibration Levels for Construction Equipment .....	4.11-18
4.11-11 Vibration Levels at Sensitive Uses .....	4.11-18
4.12-1 Population, Housing, and Employment Forecasts: City of Long Beach .....	4.12-2
4.12-2 City of Long Beach Regional Housing Needs Assessment Allocation: 2021–2029 ..	4.12-3
4.17-1 Landfills Serving The City of Long Beach .....	4.17-5
4.17-2 LBWD Water Supply Reliability (Acre-Feet Per Year).....	4.17-8
4.17-3 Estimated Project Solid Waste Generation .....	4.17-23
5-1 Comparison of Alternatives .....	5-24

## EXHIBITS

<b><u>Exhibit</u></b>	<b><u>Follows Page</u></b>
2-1 Regional Location .....	2-2
2-2 Local Vicinity .....	2-2
2-3 Aerial Photograph .....	2-2
3-1 Conceptual Site Plan.....	3-6
3-2 Self-Storage Building Rendering.....	3-6
3-3 Parking Canopy Renderings .....	3-6
3-4 LID Plan .....	3-7
4.1-1a Photo Locations .....	4.1-6
4.1-1b Existing Views from the Project Site .....	4.1-6
4.1-1c Existing Views from the Project Site .....	4.1-7
4.1-1d Existing Views from the Project Site .....	4.1-7
4.1-2a Photo Location .....	4.1-7
4.1-2b Existing and Future Views of the Project Site .....	4.1-7
4.2-1 Estimated Cancer Risk.....	4.2-34
4.3-1 Soils Map .....	4.3-5
4.3-2 Vegetation Community/Land Cover Map .....	4.3-6
4.3-3 Southern Tarplant Population Extent .....	4.3-7
4.6-1 Seismic Hazards .....	4.6-4
4.6-2 Map of Boring and Cone Penetrometer Test Sounding Locations .....	4.6-8
4.8-1 Location of Areas of Elevated Concentrations .....	4.8-23
4.9-1 Existing Hydrology .....	4.9-2

## APPENDICES

### **Appendix**

A	NOP and NOP Comment Letters
B-1	IS/MND (2020)
B-2	Riverpark Coalition and LA Waterkeeper v. City of Long Beach Court Ruling
C-1	Air Quality and Greenhouse Gas Emissions Report
C-2	Health Risk Assessment
C-3	Air Quality and Greenhouse Gas Emissions Calculations
D-1	Biological Resources Assessment (2024)
D-2	Jurisdictional Waters Assessment (2024)
D-3	Crotch Bumblebee Visual Survey for the Industrial Self Storage/RV Parking at 3701 Pacific Place
D-4	Focused Special-Status Plant Species for the Industrial Self-Storage/RV Parking Project (2020)
D-5	Biological Constraints Letter Report for the McDonald Parcels (2020)
D-6	Biological Resources Assessment for the Artesia Parcels (2020)
E-1	Updated SCCIC Literature Review and Records Search (2023)
E-2	Phase I Archaeological Cultural Resources Study for the Self-Storage/RV Parking at 3701 North Pacific Place (2020)
E-3	Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project
F	Energy Calculations
G-1	Geotechnical Study
G-2	Addendum No. 1 to the Geotechnical Study
G-3	Addendum No. 2 to the Geotechnical Study

G-4	Addendum No. 3 to the Geotechnical Study
H	Long Beach Climate Action Plan (LB CAP) Checklist
I-1	Standard Agreement, California Land Reuse and Revitalization Act, Docket No. HAS-FY 19/20-044
I-2	Phase I Environmental Site Assessment (2019)
I-3	Phase I Environmental Site Assessment (2019) DTSC Acceptance Letter
I-4	Final Site Assessment Plan and Report of Findings (2020)
I-5	Final Site Assessment Plan DTSC Acceptance Letter
I-6	Final Phase I Environmental Site Assessment (2020)
I-7	Site Assessment Plan and Report of Findings Addendum (2020)
I-8	Site Assessment Plan and Report of Findings (2020) DTSC Approval Letter
I-9	DTSC California Land Reuse and Revitalization Act Agreement and Amendment Transmittal
I-10	Response Plan
I-11	DTSC Mater Response Draft Response Plan
I-12	Response Plan DTSC Approval Letter
I-13	Remedial Design and Implementation Plan
I-14	Remedial Design and Implementation Plan DTSC Approval Letter
I-15	Draft Response Plan
I-16	Soil Management Plan
I-17	Ambient Air Monitoring Plan
J-1	On-Site Hydrology Plans and LID Plan
J-2	Off-Site Hydrology Plans
J-3	Storm Water Pollution Prevention Plans
K	City of Long Beach 2021 Park Acquisition Feasibility Report
L	Noise and Vibration Report
M	Traffic Impact Analysis
N	Kizh Nation Negative Findings Memo

## LIST OF ACRONYMS

°F	Fahrenheit
AAMP	Ambient Air Monitoring Plan
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ADT	average daily trips
AEC	areas of environmental concern
AECs	areas of elevated concentrations
amsl	above mean sea level
Applicant	Artesia Acquisition Company, LLC
ASTM	American Society for Testing Materials
ASTs	above ground storage tanks
BERD	Built Environment Resource Database
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
BRA	Biological Resources Assessment
CAA	Clean Air Act
CAAP	Climate Action and Adoption Plan
CAAP	Climate Action and Adaptation Plan
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
CalOSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CBSC	California Building Standard Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Code
CEC	California Energy Commission
Central Basin	Los Angeles Groundwater Basin
CEQA	California Environmental Quality Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations

CGS	California Geological Survey
CH <sub>4</sub>	methane
CHMIRS	California Hazardous Materials Reporting System
CIFF	California Important Farmland Finder
City	City of Long Beach
CLRRRA	California Land Reuse and Revitalization Act of 2004
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalent
COG	Council of Governments
Court	Los Angeles Superior Court
CPS-SLIC	Cleanup Program Site – Spills, Leaks, Investigations, and Cleanups
CPT	cone penetrometer test
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CS	Commercial Storage
CSA	Community Service Assistant
CSA	Community Service Assistant
CSU	California State University
CWA	Clean Water Act
CX3	Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention
DEIR	Draft Environmental Impact Report
DLRP	Division of Land Resource Protection
DMA	drainage management area
DOF	Department of Finance
DOGGR	Division of Oil, Gas, and Geothermal Resources
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EDD	California State Employment Development Department
EFZ	Alquist-Priolo Earthquake Fault Zone
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMFAC	Emission Factors
EMP	Excavation Management Plan
EO	Executive Order

EOP	Emergency Operations Plan
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Environmental Site Assessment
EV	electric vehicle
FCN	Founding and Contemporary Neighborhood
FCN	Founding and Contemporary Neighborhood
Feasibility Report	City of Long Beach Park Acquisition Feasibility-Report
FEMA	Federal Emergency Management Act
FGC	Fish and Game Code
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
ft	feet
GHG	greenhouse gas
GPA	General Plan Amendment
GWP	global warming potential
H <sub>2</sub> SO <sub>3</sub>	sulfurous acid
H <sub>2</sub> SO <sub>4</sub>	sulfuric acid
HASP	Health and Safety Plan
HCD	California Housing and Community Development Department
HCP	Habitat Conservation Plan
HI	Hazard Index
HIST UST	Historical Underground Storage Tank
HPSR	Historic Property Survey Report
HRA	Health Risk Assessment
HVAC	heating, ventilating, and air conditioning
HWCA	California Hazardous Waste Control Act
I	Institutional
I-405	Interstate 405
I-710	Interstate 710
IBC	International Building Code
IL	Light Industrial
IPaC	Information for Planning and Consultation database
IS	Initial Study
JPA	Joint Powers Authority
JWPCP	Joint Water Pollution Control Plant
K-12	kindergarten through twelfth grade
LACFCD	Los Angeles County Flood Control District
LACM	Natural History Museum of Los Angeles County
LACSD	Los Angeles County Sanitation District
LAFCDD	Los Angeles County Flood Control District
LARWQCB	Los Angeles Regional Water Quality Control

LB CAP	Long Beach Climate Action Plan
LBFD	Long Beach Fire Department
LBGO	Long Beach Gas and Oil Department
LBMC	Long Beach Municipal Code
LBPD	Long Beach Police Department
LBPL	Long Beach Public Library
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LBWRP	Long Beach Water Reclamation Plant
LID	Low Impact Development
LLARRP	Lower LA River Revitalization Plan
LRA	Local Responsibility Area
LST	localized significance threshold
LUC	land use covenant
LUE	Land Use Element
MATES V	Multiple Air Toxics Exposure Study V
MCV	Manual of California Vegetation
MEI	maximally exposed individual
MEIR	Maximally Exposed Impacted Resident
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendent
MM	Mitigation Measure
MMI	Modified Mercalli Intensity
MMTCO <sub>2</sub> e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MTA	Metropolitan Transportation Authority
MTCO <sub>2</sub> e	metric tons of carbon dioxide equivalent
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCCP Act	Natural Community Conservation Planning Act
NETR	National Environmental Title Research
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration



NI	Neo-Industrial
NO	nitric oxide
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OEFs	other environmental features
OEHHA	Office of Environmental Health Hazard Assessment
OffRoad	Off-Road Diesel Analysis
OHP	California Office of Historic Preservation
OM&M	Operations Monitoring and Maintenance
OPR	Governor's Office of Planning and Research
OS	Open Space
P	Park
PAHs	polycyclic aromatic hydrocarbons
PCBs	polychlorinated biphenyls
PCE	perchloroethylene
PlaceType	General Plan land use designation
PM <sub>10</sub>	particulate matter with a diameter of 10 microns or less
PM <sub>2.5</sub>	particulate matter with a diameter of 2.5 microns or less
PNA	Parks Needs Assessment
PNA	Parks and Recreation Needs Assessment
PNA+	Parks Needs Assessment Plus
PR	Public Right-of-Way
PRM	Long Beach Parks, Recreation, and Marine
PV	photovoltaic
R-1-N	Residential zoning
RACR	Remedial Action Completion Report
RCP	reinforced concrete pipe
RDIP	Remedial Design and Implementation Plan
RECs	Recognized Environmental Conditions
REL	Reference Exposure Level
RHNA	Regional Housing Needs Assessment
RI	Remedial Investigation
ROGs	reactive organic gases
RP	Response Plan
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTPs	regional transportation plans

RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
SAFE	Safer, Affordable, Fuel-Efficient
SAP/ROF	Site Assessment Plan and Report of Findings
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAP	Sustainable City Action Plan
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEMS	Superfund Enterprise Management System
SERRF	Southeast Resource Recovery Facility
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SLR	sea level rise
SMARTS	Storm Water Multiple Application & Reporting System
SMP	Soil Management Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>3</sub>	sulfur trioxide
SoCAB	South Coast Air Basin
SOI	Secretary of the Interior
SO <sub>x</sub>	sulfur oxides
SR-91	State Route 91, Riverside Freeway
SRA	State Responsibility Area
SRA	State Responsibility Area
SVOC	semi-volatile organic compound
SWF/LF	Solid Waste Facilities/Landfill Facilities
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TACs	toxic air contaminants
TCE	trichloroethylene
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIMS	Transportation Injury Mapping Systems
TMDL	Total Maximum Daily Load
TOD	Transit Oriented Development

TPH	total petroleum hydrocarbon
TPH-cc	total petroleum hydrocarbon chain range
UC	University of California
USACE	United States Army Corps of Engineers
USDOT	U.S. Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
USTs	underground storage tanks
UWMP	Urban Water Management Plan
VCP	vitified clay pipe
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WDID	Waste Discharge Identification
WDRs	Waste Discharge Requirements
WRCC	Western Regional Climate Center
WSA	water supply assessment
ZEV	Zero Emission Vehicle
ZNE	zero net energy
µg/m <sup>3</sup>	cubic meter

## **SECTION 1.0 EXECUTIVE SUMMARY**

This section provides a summary of the Draft Environmental Impact Report (EIR) for the Pacific Place Project (Project). This section provides a summary of the Project, areas of known controversy and issues to be resolved, a summary of project alternatives, and a summary of all Project impacts, associated mitigation measures, and ultimate level of significance after mitigation is applied.

### **1.1 INTRODUCTION**

This EIR has been prepared by the City of Long Beach (City) to evaluate potential environmental effects that would result from development of the Project. This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended), implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.), and the County of Orange Local CEQA Procedures Manual. The County is the lead agency under CEQA.

### **1.2 PROJECT LOCATION AND SETTING**

#### **Project Location**

The Project Site is located at 3701 North Pacific Place in the City of Long Beach in Los Angeles County, California. The Project Site is located at the north end of North Pacific Place, which is immediately north of the I-405 Freeway and east of the I-710 Freeway and Los Angeles River. The City of Long Beach is located in south Los Angeles County and is surrounded by the City of Paramount to the north, the County of Orange to the east, the City of Carson to the west, and the San Pedro Bay to the south. Regional access to the site is provided via the Interstate (I) 405 Freeway, which is located less than 0.25 miles south of the Project Site. Local access is provided via North Pacific Place. The Project Site is identified as Assessor's Parcel Number (APN) 7140-014-034.<sup>1</sup>

The Project Site has a General Plan PlaceType (land use designation) of Neo-Industrial (NI) and a zoning designation of Light Industrial (LI). The NI land use designation allows for light industrial; clean manufacturing and offices, commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The NI PlaceType allows a maximum of 36 dwelling units per acre (du/ac) based on lot size and floor area ratio (FAR) between 0.50 and 1.00. The LI zoning designation allows for a variety of land uses, such as urban agriculture uses; manufacturing uses; wholesale trade uses; laundry, cleaning, and garment services; and professional office and institutional uses. IL zoning development standards require a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 feet (ft), whichever is more restrictive; and a maximum non-building structure height of 45 ft.

#### **Project Setting**

The approximate 14.20-acre Project Site is currently undeveloped; unpaved, and pervious; however, the site, including adjoining properties, have been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and above

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<sup>1</sup> One of the approvals associated with the MND was a lot merger, which was rescinded in compliance with the Court Ruling. Prior to the City rescinding the Prior Project approvals, the County Assessor processed a Certificate of Compliance for the prior merger, and this caused the Assessor to create and issue a new single APN for the entirety of the Project Site. The Assessor has not withdrawn the new APN that was issued, so this new APN remains is the most accurate identifier for the Project Site.

ground storage tanks (ASTs). In addition to the above-mentioned uses, the Project Site has historically been illegally used for driving off-road vehicles, and was also used as a golf driving range in the mid-2000's. The Project Site has since been fenced and measures have been taken to prevent trespassing and all other prohibited uses.

The Project Site is bounded to the south by a California Department of Transportation (Caltrans) maintenance station; the I-405 freeway; a ramp from North Pacific Place to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. Beyond the Metro A Line tracks are Los Cerritos Park, Los Cerritos Elementary School, and single-family residential uses. Vacant land owned by the Los Angeles County Flood Control District (LACFCD), runs along the western boundary of the Project Site. West of the LACFCD property is the Los Angeles River (LA River), which exists as an engineered concrete channel. West of the LA River are a stormwater detention basin and an equestrian club. The site is bounded to the north by undeveloped land.

No public sidewalks are present around or through the Project Site, and no public transit services are available on or directly adjacent to the site. As described in detail in Section 3.0, Project Description, the Project Site contains a Surcharge Pile from previous Project-related investigations. The Surcharge Pile is approximately 18-feet tall and occupies approximately 60,000 sf of the Site within the footprint of the proposed self-storage building. The Site is disturbed with a predominance of non-native vegetation and some sparse native plants.

### **Regional Setting**

The Project Site is in the South Coast Air Basin and under the jurisdiction of the South Coast Air Quality Management (SCAQMD). The Project is located within the Coastal Plain of Los Angeles Groundwater Basin (West Coast Subbasin) and would be subject to the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB) and County of Los Angeles. The Project Site is located within the USGS Long Beach, 7.5-minute Topographic Map (USGS 2015).

Additional existing setting descriptions are provided in the topical environmental sections (4.1 through 4.17) that are relevant to the specific environmental topic.

## **1.3 PROJECT DESCRIPTION**

The Project proposes a Conditional Use Permit, General Plan Amendment, Zone Change, Zoning Text Amendment, Site Plan Review, and a Lot Merger/Lot Line Adjustment to allow the construction of a four-story, 206,756-sf self-storage building consisting of approximately 1,681 self-storage units on four levels; and 551 rentable recreational vehicle (RV) parking stalls, 27 standard automobile parking stalls, and 5 Americans with Disabilities Act (ADA) accessible automobile parking stalls.

In addition, the Project would also include the development of a 1,450-sf private car/RV wash for exclusive use by property owner or tenants, site improvements, landscaping, off-site improvements along North Pacific Place Road, and dedication of an easement for future development of a publicly accessible trail and trailhead. A more in-depth description of the Project, including information on architectural style, floor plans, lighting, landscaping, utilities, and construction activities are provided in Section 3.5, Project Elements.

As explained in more detail in Section 3.0 (Project Description), surcharge activities were undertaken from September 2020 to January 2021 (Surcharge Activities), which included grading, movement of onsite soil from the northern to southern portion of the Project Site, import of certified

clean soil from offsite, and creation of a large soil stockpile (Surcharge Pile) from the onsite and imported soils. These Surcharge Activities are included in this EIR as an element of the Project.

The Project is proposed to meet the following objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-2: Develop the Project Site in an environmentally sensitive manner, including through the implementation of current codes and building standards that require water efficiency and energy efficiency, as well as through the implementation of water quality best management practices, native drought tolerant landscaping, and other water conservation standards.
- OBJ-3: Develop the Project Site in a manner that improves existing site conditions through the implementation of a Response Plan, under the California Land Reuse and Revitalization Act of 2004 (CLRRRA), to address historical site contamination from metals, total petroleum hydrocarbons, and volatile organic compounds, which includes the preparation of a Soil Management Plan and construction of an engineered surface cap to prevent future exposure to hazardous materials, installation of building protection systems under the Project's buildings and installation of subsurface venting systems (passive with the capability of making active) beneath the Project's buildings and parking areas to mitigate potential exposure to methane and soil vapor, and installation of groundwater monitoring wells and perimeter soil vapor probes to monitor subsurface conditions.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.
- OBJ-7: Provide short-term and long-term employment opportunities and generate tax and other revenue for the City.
- OBJ-8: Develop the Project Site with a project that is economically feasible.

#### **1.4 AREAS OF CONTROVERSY**

This DEIR is prepared in accordance with the decision issued by the Los Angeles Superior Court (Court) in the matter of *Riverpark Coalition and LA Waterkeeper v. City of Long Beach*, Case No. 21STCP01537, dated October 19, 2022 (Court Ruling), which granted in part and denied in part the claims raised by Riverpark Coalition and LA Waterkeeper (Petitioners) alleging that the City violated CEQA when it approved an earlier version of the Project with a Mitigated Negative Declaration (SCH No. 2020100290) (MND). The project analyzed in the MND is referenced in this DEIR as the "Prior Project," to distinguish between it and the current Project. A copy of the Court Ruling is provided in Appendix B-2 to this DEIR.

The Court Ruling stated that the MND prepared for the Prior Project and, approved by the City on April 13, 2021, failed to comply with CEQA because: (1) the City did not undertake adequate analysis of the Prior Project's environmental impacts on land use plans and policies; (2) substantial evidence supported a fair argument the Prior Project, (including its pre-approval Surcharge Activities) may have had a significant impact on biological resources, specifically on southern tarplant; and the mitigation measures (in particular mitigation measure BIO-1 from the

MND) may be inadequate to mitigate the potential impacts to the southern tarplant species; (3) the City did not undertake an adequate analysis of the Prior Project's environmental impacts on air quality; and (4) substantial evidence supported a fair argument the Project may have a significant impact on transportation safety. The Court denied the Petitioners' claims regarding: (1) the project description, (2) hazardous materials and water quality impacts and mitigation measures related thereto, (3) water resources and public utilities, (4) aesthetic impacts, and (5) recreational impacts. The Court also denied a challenge to the City's grant of a height variance for the Prior Project. No challenges were made related to greenhouse gas emissions, population/housing, wildfire, agriculture resources, cultural resources, mineral resources, public services, tribal cultural resources, mandatory findings of significance, and noise. The Court ordered the City to void, vacate, and set aside the MND and Prior Project approvals. Following the Court Ruling, and the Court's entry of judgment on December 13, 2022, the City voided, vacated, and set aside the MND and Prior Project approvals on February 7, 2023.

In accordance with the Court Ruling, a new application for the Project was filed on February 8, 2024, and this DEIR was subsequently prepared. Public Resources Code section 21168.9 does not authorize a trial court to split a project's environmental review across two types of environmental review documents. (*Farmland Protection Alliance v. County of Yolo* (2021) 71 Cal.App.5th 300, 308-312.) As such, a full Draft EIR has been prepared for the Project. For those issues identified in the Court Ruling as failing to comply with CEQA, noted above, this DEIR specifically addresses the analytic deficiencies raised by the Court. For issues where the Court found that the MND's analysis complied with CEQA and issues which were not raised in the litigation, this DEIR incorporates analysis and findings from the MND which are still relevant with updates to the technical information and analysis as needed to confirm the continuing validity of the MND's conclusions.

The discussions in Section 4.0 adhere to the general document structure and sequence presented in the MND. The analysis, however, has been expanded to include the required contents of an EIR as detailed in Article 9 of the State CEQA Guidelines, codified at California Code of Regulation (CCR), Title 14, Sections 15000 et. seq (CEQA Guidelines). This DEIR is based on a simple format in which each topical area contains (in addition to the sections and impact analysis required in an EIR) a summary of the previous analysis contained in the MND; for each topical area deemed inadequate by the Court Ruling, the Court's finding is specifically discussed in the summary of previous analysis. The DEIR analysis and findings for each topic are then directly compared to the findings identified in the MND and new analysis and findings are included as needed to confirm the continuing validity of the MND's conclusions or to document the updated analysis of the Project's potential impacts. The MND is included in its entirety as Appendix B of this DEIR. The analysis in this document relies on all relevant information in the MND, its appendices and errata, as well as the new or additional sources of information identified herein.

### **Notice of Preparation and Project Scoping**

As part of the EIR process, a Notice of Preparation (NOP) was released on June 7, 2023 (Appendix A), beginning the 30-day public scoping period for the EIR. During the 30-day scoping period, as well as during the months following leading up to publication of this Draft EIR, the City received 22 comment letters and email comments in response to the NOP. Copies of these NOP comment letters are provided in Appendix A of this EIR. This EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and the prior MND. Written comments received during the scoping period are contained in Appendix A. Environmental issues that have been raised during opportunities for public input regarding the project are summarized below and are addressed in each relevant issue area analyzed in Section 4.1 through Section 4.17 of this Draft EIR. The primary issues identified during the comment period for the prior MND and the NOP process include the following:

- Requests for preparation of an EIR;
- Analysis of a park alternative
- Southern Tarplant impacts
- Change in views from the surrounding neighborhoods
- Potential conflicts with land use plans and policies
- Potential impacts to public services
- Potential impacts to utilities and service systems
- Potential impacts to hydrology/water quality
- Adequate piping and pump capacities for additional storm water and waste water generated by the Project
- Public noticing of the Project
- Description of the history and existing setting of the Project Site
- Content and depth of on-site contaminated soil
- RV turning radiuses
- Environmental Justice
- Concerns related to potential tribal cultural resources
- The history of the Project Site as an oil dumping ground
- Spatial extent of release in to air and/or groundwater of lead, arsenic and TPH during construction
- Potential homeless individuals living in RVs/Storage Units
- The Project Site's proximity to a school and park
- On-Site electric vehicle chargers
- Multi-modal access and regional connectivity for cyclists
- Load of the existing Surcharge pile on the underground pipe
- Concerns related to the request for a zone change for the Project

## **1.5 SUMMARY OF ENVIRONMENTAL IMPACTS**

This EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the Project. For a detailed discussion regarding potential significant impacts, please see Section 4.0, Environmental Analysis, of this EIR.

For each environmental topic, Table 1-1 includes applicable mitigation measures that are identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with implementation of mitigation measures for the following topical areas evaluated in this EIR:

- Air Quality;
- Biological Resources;
- Cultural Resources;



- Geology and Soils;
- Hazards and Hazardous Waste;
- Noise; and
- Tribal Cultural Resources

As described below, no significant and unavoidable were identified for the Project.

As required by CEQA, a summary of the Project's impacts is provided in Table 1-1 below. Also provided in Table 1-1 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the EIR, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

## **1.6 ALTERNATIVES TO THE PROJECT**

CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the Project in an EIR. Two alternatives are discussed and evaluated in Section 5.0 of this EIR and are summarized below.

### **1.6.1 NO PROJECT ALTERNATIVE**

Under the No Project Alternative, the Project Site would continue to exist under existing conditions, which involve continued use as undeveloped land. As discussed in more detail in Section 2.0, Introduction, and Section 3.0, Project Description, a 60,000-sf Surcharge Pile was created on the Project Site using 12,000 cubic yards (cy) of imported clean soil. The creation of this Surcharge Pile, including earth disturbance and use of construction equipment, is assumed as part of the No Project Alternative. Under operation of the No Project Alternative, the Project Site would remain as it currently exists under existing conditions; the Surcharge Pile would remain in place and no future remediation activities as detailed in the RP would occur.

**Ability to Meet Project Objectives.** The No Project Alternative is feasible as it involves no change to the Project Site; however, the No Project Alternative would not meet any of the project objectives that are outlined above.

### **Comparison of the Effects of the No Project Alternative to the Proposed Project**

The No Project Alternative, when compared to the Project, would result in reduced impacts related to aesthetics, air quality, cultural resources, energy, geology and soils, GHG, noise, transportation, tribal cultural resources, and utilities and service systems; and increased impacts related to biological resources, hazards and hazardous materials, hydrology and water quality, land use and planning, and recreation.

### **1.6.2 ALTERNATIVE 1 – DEVELOPMENT ACCORDING TO EXISTING LAND USE DESIGNATIONS**

Alternative 1 would involve the maximum allowable development under the existing land use designations. The Project Site has a General Plan PlaceType (land use designation) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The NI General Plan land use designation allows for light industrial, clean manufacturing and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. While a maximum height of 65 feet (ft) is allowed within the NI land use designation, MAP LU-8, Heights, within the City's General Plan Land Use Element identifies the maximum height of

the existing Project Site as 40 ft (City of Long Beach 2019). IL zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. A detailed description of all uses allowed within areas of the City zoned for IL can be found in Chapter 21.33.060 of the City's Municipal Code. Among other requirements, IL zoning development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft.

Under Alternative 1, the Project Site would be developed with up to 618,552 sf of light industrial uses in a maximum four-story structure that would not exceed 55% coverage, or 7.81 acres of the Project Site.

**Ability to Meet Project Objectives.** Alternative 1 would support the majority of the identified Project Objectives; however, Alternative 1 would not specifically meet the identified demand for general storage or RV storage. Specifically, Alternative 1 would not support the following objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.

### **Comparison of the Effects of Alternative 1 to the Project**

Overall, when compared to the Project, Alternative 1 would not result in reduced impacts related to any of the resources categories; and increased impacts related to air quality, energy, GHG, operational noise, population and housing, public services, recreation, transportation, and utilities and service systems.

### **1.6.3 ALTERNATIVE 2 – REDUCED RV STORAGE**

Alternative 2 would involve development of the self storage building and associated parking lot, similar to the Project, but a reduced RV parking component. Alternative 2 would involve development of a four-story, 206,756-sf self-storage building consisting of approximately 1,681 self-storage units on four levels, same as for the Project. Ancillary uses would include one lobby, approximately 900 sf of leasing office, and two unisex restrooms on the first floor. Parking would include 27 standard automobile parking stalls and 5 ADA compliant stalls. Alternative 2 would develop the balance of the site with 350 RV parking spaces, approximately 65% of the spaces proposed by the Project, to increase the ease of circulation throughout the site as compared to the Project. All RV spaces would be pull-through and the spaces and drive aisles would be wider than the Project. No car wash would be developed as part of Alternative 2.

**Ability to Meet Project Objectives.** Alternative 2 would support the majority of the identified Project Objectives; however, Alternative 2 would not specifically meet the identified demand for RV storage to the same extent as the Project. Specifically, Alternative 1 would not support the following objectives to the same extent as the Project:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.

- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.

### **Comparison of the Effects of Alternative 1 to the Project**

Overall, when compared to the Project, Alternative 2 would result in reduced impacts related to air quality, energy, GHG, noise, transportation, and utilities and service systems.

**TABLE 1-1**  
**SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
<b>Section 4.1 – Aesthetics</b>					
<b>Threshold 4.1a:</b> Would the Project have a substantial adverse effect on a scenic vista?	No Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Change in Impact Finding
<b>Threshold 4.1b:</b> Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.1c:</b> In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point)? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.1d:</b> 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	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.2 – Air Quality</b>					
<b>Threshold 4.2a:</b> Would the project conflict with or obstruct implementation of the applicable air quality plan?	No Impact	Less than Significant Impact with Mitigation Incorporated.	<b>MM AIR-1</b> For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.	Less than Significant	Change in Impact Finding
<b>Threshold 4.2b:</b> Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact with Mitigation Incorporated	<b>MM AIR-1</b> For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.	Less than Significant	Consistent
<b>Threshold 4.2c:</b> Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact	Less than Significant Impact with Mitigation Incorporated	<b>MM HAZ-1</b> Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.	Less than Significant	Change in Impact Finding
<b>Threshold 4.2d:</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.3 – Biological Resources</b>					
<b>Threshold 4.3a:</b> 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	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM BIO-1a</b> Prior to the initiation of construction on the Project Site, the Project applicant shall retain a qualified Biologist or Botanist to conduct focused rare plant surveys in accordance with California Department of Fish and Wildlife (CDFW) (2018) protocols. The rare plant surveys	Less than Significant	Consistent

TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			<p>shall be conducted at the proper time of year when the target rare species (southern tarplant, decumbent goldenbush) are both “evident” and identifiable, i.e., during bloom periods. If additional southern tarplant individuals or decumbent goldenbush individuals are found on the Project Site, the Project applicant shall consult with CDFW to determine appropriate off-site mitigation. If no decumbent goldenbush individuals are found, then the proposed Project would not have any impacts to this species and no mitigation measures would be necessary.</p> <p><b>MM BIO-1b</b> The Project applicant shall implement an on-site restoration of southern tarplant using propagules (seeds, topsoil) that were collected on the Project Site in 2020. The restoration program shall be implemented within an approximately 0.5-acre area located in the northern and western portions of the Project Site that shall remain undeveloped. To the extent possible, the restoration program shall be implemented along the western boundary of the Project Site to provide a connection to the existing southern tarplant population located on the property owned by the County of Los Angeles west of the Project Site. The goal of the restoration program shall be replacement of 1,275 southern tarplants in this area to achieve a 1:1 ratio of lost to replaced plants. Prior to implementing the restoration effort, the applicant shall submit a Southern Tarplant Mitigation and Monitoring Plan to the California Department of Fish and Wildlife (CDFW) for review and approval that is prepared by a qualified Botanist or restoration Ecologist. The plan shall be submitted to CDFW within 6 months following issuance of a grading permit. The plan shall detail the identification of on-site areas for receiving southern tarplant propagules, methods for implementing site preparation and habitat restoration techniques, recommendations for timing of the restoration effort, clearly defined success criteria, a monitoring plan for assessing and reporting the success of the southern tarplant restoration program over a five-year period following implementation, and an adaptive management structure that allows for implementing measures such as collection of additional propagules from off-site locations, weed control, erosion control, or other appropriate actions if Success criteria are not met. The project applicant shall protect the restoration site in perpetuity under a protection mechanism (i.e., conservation easement, deed restriction, or restrictive covenant). Recordation of the protection mechanism shall occur prior to issuance of certificate of occupancy.</p> <p><b>MM BIO-2a</b> If construction activities are initiated during the migration season for monarch butterflies (typically October 15 through February 15), a qualified Biologist shall conduct pre-construction surveys for roosting monarch butterflies within and adjacent to the construction area, including a 500-foot survey buffer, no more than 3 days prior to the start of construction activities in the construction area.</p> <p><b>MM BIO-2b</b> If a monarch butterfly roost is detected during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the roost. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the roost until the monarch butterflies have dispersed</p>		

TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
			<p>from the roost or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around a monarch butterfly roost) or alteration of the construction schedule.</p> <p><b>MM BIO-3</b> Crotch's Bumble Bee Surveys. Surveys for Crotch's bumble bee shall be implemented by a qualified Biologist. The surveys shall be conducted according to California Department of Fish and Wildlife (CDFW) protocol as described in the 2023 Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. These protocols include reviewing database records for the species in the Project vicinity, conducting a habitat assessment on the Project Site, conducting a minimum of three site visits during the peak flight season for the species (March through September), photo documenting any observed Crotch's bumble bees, and documenting species of flowers visited by bumble bees. The results of the survey shall be reported to the CDFW with a copy to the City's Community Development Department. If Crotch's bumble bee is documented during the surveys, the Project applicant shall consult with the CDFW to determine the need for obtaining an Incidental Take Permit (ITP).</p> <p><b>MM BIO-4a</b> Breeding season surveys shall be implemented by a qualified Biologist. Four breeding season survey visits shall be conducted: (1) at least one site visit between February 15 and April 15, and (2) a minimum of three survey visits, at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. Each of the survey efforts will be conducted according to protocol defined by the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation. The results of the breeding season surveys shall be reported to the CDFW with a copy to the City's Community Development Department. If the breeding season surveys are positive for burrowing owl occurrence, the Project applicant shall implement MM BIO-4b. If the breeding season surveys are negative for burrowing owls, the Project applicant shall implement MM BIO-1c.</p> <p><b>MM BIO-4b</b> If the breeding season surveys determine that burrowing owl occupies the Project Site, the Project applicant shall consult with the California Department of Fish and Wildlife (CDFW) to determine appropriate mitigation for the loss of burrowing owl habitat due to Project implementation. The outcome of the consultation shall determine the need for implementing a burrowing owl management and monitoring program, including the need for closing burrows, passively relocating owls, and/or constructing artificial burrows. The outcome of the consultation shall be included in a Burrowing Owl Mitigation Plan that shall be prepared by a qualified Biologist retained by the Project applicant (see MM BIO 4d).</p> <p><b>MM BIO-4c</b> The Project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owl are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the Project Site and areas</p>		

**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

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			<p>within 500 feet from the Project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City at least 15 days prior to the expected start of any Project -related ground disturbance activities or restart of activities. If the survey is positive for burrowing owls, the Project applicant shall implement MM BIO-4b and MM BIO-4d. If no burrowing owls are detected during the pre-construction survey, no further action is necessary.</p> <p><b>MM BIO-4d</b> If the breeding season surveys or the pre-construction survey is positive for burrowing owl, the Project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:</p> <ul style="list-style-type: none"> <li>Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the non-breeding season (September 1 through February 14) or a 200 to 500-meter radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) non-breeding season owls have dispersed from the area; or (2) breeding season owls have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.</li> <li>A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).</li> </ul>		
<b>Threshold 4.3b:</b> Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.3c:</b> Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.3d:</b> Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM BIO-5a</b> Nesting Bird Pre-construction Surveys. If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 1 through September 15), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area.	Less than Significant	Consistent

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**SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

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			<b>MM BIO-5b</b> Avoidance of Active Avian Nests. If an active nest is located during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.		
<b>Threshold 4.3e:</b> Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.3f:</b> Would the 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	No Impact	No Mitigation is required	No Impact	Consistent
<b>Section 4.4 – Cultural Resources</b>					
<b>Threshold 4.4a:</b> Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	No impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Change in Impact Finding
<b>Threshold 4.4b:</b> Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM CUL-1</b> In the event that cultural (archaeological) resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth disturbing activities within a 100-foot radius of the area of discovery. The Project Applicant/Developer shall retain a qualified professional archaeologist, subject to approval by the lead agency, to evaluate the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume. Upon completion of ground disturbance activities and evaluation, the archaeologist will prepare post-construction findings for the City.	Less than Significant	Consistent
<b>Threshold 4.4c:</b> Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.5 – Energy</b>					
<b>Threshold 4.5a:</b> 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	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.5b:</b> Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent



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<b>Section 4.6 – Geology and Soils</b>					
<b>Threshold 4.6a:</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.  (ii) Strong seismic ground shaking?  (iv) Landslides?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.6a:</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  (iii) Seismic-related ground failure, including liquefaction?	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.6b:</b> Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.6c:</b> Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Mitigation is required	Less than Significant	Reduced
<b>Threshold 4.6d:</b> Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial direct or indirect risks to life or property?	Less than Significant	Less than Significant Impact	No Mitigation is required	Less than Significant	Reduced
<b>Threshold 4.6e:</b> Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.6f:</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM GEO-1</b> Prior to the issuance of any grading permit, the Project Applicant/Developer shall provide written evidence to the City of Long Beach that a qualified Paleontologist has been retained to observe grading activities and to salvage and catalog fossils as necessary. The Paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the Project Applicant/Developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage.  Upon completion of grading and excavation activities, the paleontologist shall submit a monitoring report to the City. The report	Less than Significant	Consistent

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			<p>shall include the period of inspection; a catalog and analysis of the fossils found; and the present repository of the fossils.</p> <p>The Project Applicant/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Long Beach on a first refusal basis. The Project Applicant/Developer shall also be responsible for paying curatorial fees. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.</p>		
<b>Section 4.7 – Greenhouse Gases</b>					
<b>Threshold 4.7a:</b> Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.7b:</b> Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.8 – Hazards and Hazardous Materials</b>					
<b>Threshold 4.8a:</b> Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact	Less than Significant with Mitigation Incorporated	<b>MM HAZ-1</b> Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.	Less than Significant	Change in Impact Finding
<b>Threshold 4.8b:</b> 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?	Less than Significant Impact	Less than Significant with Mitigation Incorporated	<b>MM HAZ-1</b> Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.	Less than Significant	Change in Impact Finding
<b>Threshold 4.8c:</b> 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?	Less than Significant Impact	Less than Significant with Mitigation Incorporated	<b>MM HAZ-1</b> Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.	Less than Significant	Change in Impact Finding
<b>Threshold 4.8d:</b> Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM HAZ-1</b> Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.	Less than Significant	Consistent
<b>Threshold 4.8e:</b> 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	No Impact	No Mitigation is required	No Impact	Consistent

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<b>Threshold 4.8f:</b> Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.8g:</b> Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.9 – Hydrology and Water Quality</b>					
<b>Threshold 4.9a:</b> Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.9b:</b> Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? And	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.9c:</b> Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> <li>(i) result in substantial erosion or siltation on- or off-site?</li> <li>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or</li> <li>(iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;</li> <li>(iv) impede or redirect flows?</li> </ul>	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.9d:</b> In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.9e:</b> Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent

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<b>Section 4.10 – Land Use and Planning</b>					
<b>Threshold 4.10a:</b> Would the project physically divide an established community?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.10b:</b> Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Change in Impact Finding
<b>Section 4.11 – Noise</b>					
<b>Threshold 4.11a:</b> Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<b>MM NOI-1</b> Prior to issuance of grading permits, the Project Applicant shall demonstrate that the contracts for the General Contractor and subcontractors, as appropriate, contain the following provisions: 1. Noise-generating construction activities shall be limited to the hours specified in the Long Beach Municipal Code, Section 8.80.202. 2. Equipment and material staging areas and vehicle maintenance areas shall be located on the western portion of the site as far as practicable from sensitive receptors. 3. All construction equipment shall be equipped with manufacturer’s specified or better mufflers. 4. Stationary construction equipment, such as generators, welders, and compressors, shall be oriented so that the loudest noise is directed away from sensitive receptors. 5. Residents within 300 feet of the Project site and the Los Cerritos School shall be notified of the planned construction and construction schedule at least two weeks prior to the start of construction. The notice shall provide a contact for submitting complaints about any excessive construction noise.  <b>MM NOI-2</b> Prior to approval of plans through plan check for the self-storage building, the Applicant shall provide evidence that the HVAC units noise levels comply with the requirements of Section 8.80.200 of the Long Beach Municipal Code.	Less than Significant	Consistent
<b>Threshold 4.11b:</b> Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.11c:</b> 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?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Section 4.12 – Population and Housing</b>					
<b>Threshold 4.12a:</b> 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	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent

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<b>Threshold 4.12b:</b> Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Section 4.13 – Public Services</b>					
<b>Threshold 4.13a:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:  (i) Fire Protection? (ii) Police Protection?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.13a:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:  (iii) Schools? (iv) Parks? (v) Other Public Facilities?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Section 4.14 – Recreation</b>					
<b>Threshold 4.14a:</b> 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?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Threshold 4.14b:</b> Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent
<b>Section 4.15 – Transportation</b>					
<b>Threshold 4.15a:</b> 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	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent

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<b>Threshold 4.15b:</b> Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.15c:</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	No Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Change in Impact Finding
<b>Threshold 4.15d:</b> Would the project result in inadequate emergency access?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Section 4.16 – Tribal Cultural Resources</b>					
<b>Threshold 4.16a:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Mitigation is required	Less than Significant	Reduced
<b>Threshold 4.16b:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Less than Significant with Mitigation Incorporated	Less than Significant with Mitigation Incorporated	<p><b>TRIB CUL-1</b> The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the Project Site and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the Project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the Project shall provide the Native American monitor. The monitor/consultant will only be present onsite during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Site. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.</p> <p><b>TRIB CUL-2</b> Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin,</p>	Less than Significant	Consistent

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SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
			<p>the Gabrieleño Band of Mission Indians—Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.</p> <p><b>TRIB CUL-3</b> Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.</p> <p><b>TRIB CUL-4</b> Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.</p> <p><b>TRIB CUL-5</b> Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).</p> <ul style="list-style-type: none"><li>• If the Gabrieleno Band of Mission Indians—Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be</li></ul>		

TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
			<p>implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.</p> <ul style="list-style-type: none"><li>• Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</li><li>• Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There</li></ul>		



TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
			<p>shall be no publicity regarding any cultural materials recovered.</p> <ul style="list-style-type: none"><li>Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.</li></ul> <p><b>TRIB CUL-6</b> The Project shall engage a qualified and certified indigenous tribal member of the Gabrielino Tongva Indians of California Tribal Council and a direct lineal descendant of the Project Site (Native American Graves Protection and Repatriation Act (NAGPRA) section 10.14) to provide professional Native American Monitoring for all ground disturbing activity that is part of the Project. Ground disturbing activity includes of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading, and drilling. The tribal monitor will only be required on-site when these ground disturbing activities occur.</p> <p><b>TRIB CUL-7</b> The Gabrielino Tongva Indians of California Tribal Council tribal monitor will observe all mechanical and hand labor excavation, including paddle scrapers, blade machines, front-end loaders, backhoes, boring and drill operations, and hydraulic and electric chisels. Monitoring also includes associated work using tools such as picks and other non-electric or gasoline tools not considered mechanical.</p> <p><b>TRIB CUL-8</b> Soils removed from the Project Site are considered culturally sensitive and are subject to inspection. Whether placed in a dump truck or spoil piles, these soils will be inspected. The tribal monitor will temporarily hold excavation until a determination is made on the soil's sensitivity. If the soils are sensitive, an archaeological monitor will verify the find and notify the site supervisor.</p> <p><b>TRIB CUL-9</b> The tribal monitor and archaeologist shall redirect construction activities 50 feet from any archaeological, paleontological, or cultural deposits discovered (including but not limited to artifacts of traditional cultural, religious, spiritual, or any other artifacts relating to the use of habitation sites). However, if grave-related artifacts are discovered, the site is treated as a cemetery, and the California State University (CSU) or University of California (UC) institution, which has repositories related to the findings, will be contacted.</p> <p><b>TRIB CUL-10</b> Archaeological and Gabrielino Tongva Indians of California Tribal Council monitors will collaborate to determine the significance of</p>		

TABLE 1-1  
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE

Threshold of Significance	MND Significance Finding (Prior Project)	EIR Significance Finding (Project)	EIR Mitigation Measures	Level of Significance After Mitigation	Comparison of Prior Project and Project Impacts
			the culturally sensitive find, guide ground disturbances to avoid, and direct an alternative route from this area.  <b>TRIB CUL-11</b> Cultural resources within the Project Site that are not associated with burials are subject to data collection by the designated archaeologist for provenance and the creation of the NAHC site record. Data Collection will include GPS mapping and photography.		
<b>Section 4.17 – Utilities and Service Systems</b>					
<b>Threshold 4.17a:</b> Would the project require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.17b:</b> Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.17c:</b> Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Change in Impact Finding
<b>Threshold 4.17d:</b> Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	Less than Significant Impact	No Mitigation is required	Less than Significant	Consistent
<b>Threshold 4.17e:</b> Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	No Impact	No Impact	No Mitigation is required	No Impact	Consistent

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## **1.7    REFERENCES**

U.S. Geological Survey. 2015. Long Beach Quadrangle, California-Los Angeles Co., 7.5-Minute Series. Reston, Virginia: USGS. <https://www.usgs.gov/core-science-systems/national-geospatial-program/topographic-maps>.

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## SECTION 2.0 INTRODUCTION

### 2.1 PROJECT BACKGROUND

The City of Long Beach (City), as lead agency, prepared this Draft Environmental Impact Report (DEIR), to analyze the potential environmental impacts resulting from the proposed project at 3701 North Pacific Place (Project) under the California Environmental Quality Act, California Public Resources Code, Section 21000 *et seq.* (CEQA). The Project would involve the construction and operation of a new self-storage and recreational vehicle (RV) storage facility on an approximately 14.20-acre site (Project Site) in an area of the City designated for industrial use and located immediately north of the Interstate (I) 405 Freeway. The Project Applicant is Artesia Acquisition Company, LLC (Applicant). A detailed description of the Project is contained in Section 3.0, Project Description, of this DEIR.

The Project would require approval of certain discretionary actions by the City and other governmental agencies. Therefore, the Project is subject to environmental review requirements under CEQA. Furthermore, the City prepared this DEIR in accordance with the decision issued by the Los Angeles Superior Court (Court) in the matter of *Riverpark Coalition and LA Waterkeeper v. City of Long Beach*, Case No. 21STCP01537, dated October 19, 2022 (Court Ruling), which granted in part and denied in part the claims raised by Riverpark Coalition and LA Waterkeeper (Petitioners) alleging that the City violated CEQA when it approved an earlier version of the Project with a Mitigated Negative Declaration (SCH No. 2020100290) (MND). The project analyzed in the MND is referenced in this DEIR as the “Prior Project,” to distinguish between it and the current Project. A copy of the Court Ruling is provided in Appendix B-2 to this DEIR.

The Court Ruling stated that the MND prepared for the Prior Project and, approved by the City on April 13, 2021, failed to comply with CEQA because: (1) the City did not undertake adequate analysis of the Prior Project’s environmental impacts on land use plans and policies; (2) substantial evidence supported a fair argument the Prior Project, (including its pre-approval surcharge testing activities) may have had a significant impact on biological resources, specifically on southern tarplant; and the mitigation measures (in particular mitigation measure BIO-1 from the MND) may be inadequate to mitigate the potential impacts to the southern tarplant species; (3) the City did not undertake an adequate analysis of the Prior Project’s environmental impacts on air quality; and (4) substantial evidence supported a fair argument the Project may have a significant impact on transportation safety. The Court denied the Petitioners’ claims regarding: (1) the project description, (2) hazardous materials and water quality impacts and mitigation measures related thereto, (3) water resources and public utilities, (4) aesthetic impacts, and (5) recreational impacts. The Court also denied a challenge to the City’s grant of a height variance for the Prior Project. No challenges were made related to greenhouse gas emissions, population/housing, wildfire, agriculture resources, cultural resources, mineral resources, public services, tribal cultural resources, mandatory findings of significance, and noise. The Court ordered the City to void, vacate, and set aside the MND and Prior Project approvals. Following the Court Ruling, and the Court’s entry of judgment on December 13, 2022, the City voided, vacated, and set aside the MND and Prior Project approvals on February 7, 2023.

In accordance with the Court Ruling, a new application for the Project was filed on February 8, 2024, and this DEIR was subsequently prepared. Public Resources Code section 21168.9 does not authorize a trial court to split a project’s environmental review across two types of environmental review documents. (*Farmland Protection Alliance v. County of Yolo* (2021) 71 Cal.App.5th 300, 308-312.) As such, a full Draft EIR has been prepared for the Project. For those issues identified in the Court Ruling as failing to comply with CEQA, noted above, this DEIR specifically addresses the analytic deficiencies raised by the Court. For issues where the Court

found that the MND's analysis complied with CEQA and issues which were not raised in the litigation, this DEIR incorporates analysis and findings from the MND which are still relevant with updates to the technical information and analysis as needed to confirm the continuing validity of the MND's conclusions.

The discussions in Section 4.0 adhere to the general document structure and sequence presented in the MND. The analysis, however, has been expanded to include the required contents of an EIR as detailed in Article 9 of the State CEQA Guidelines, codified at California Code of Regulation (CCR), Title 14, Sections 15000 et. seq (CEQA Guidelines). This DEIR is based on a simple format in which each topical area contains (in addition to the sections and impact analysis required in an EIR) a summary of the previous analysis contained in the MND; for each topical area deemed inadequate by the Court Ruling, the Court's finding is specifically discussed in the summary of previous analysis. The DEIR analysis and findings for each topic are then directly compared to the findings identified in the MND and new analysis and findings are included as needed to confirm the continuing validity of the MND's conclusions or to document the updated analysis of the Project's potential impacts. The MND is included in its entirety as Appendix B-1 of this DEIR. The analysis in this document relies on all relevant information in the MND, its appendices and errata, as well as the new or additional sources of information identified herein.

### **Changes to Project Analyzed in Prior MND**

The Prior Project analyzed in the prior MND consisted of a 43-foot, 11 inch tall, three-story, 152,745 square foot (sf) self-storage building containing 1,132 self-storage units; a 2,153 sf car wash for the RV storage customers; and 578 RV storage stalls. The Project analyzed in this DEIR consists of a 44-foot-tall, four-story, 206,756 sf self-storage building containing 1,681 self-storage units; a 1,450 sf car wash for the RV storage customers; and 551 RV storage stalls. While the square footage of the self-storage building and the number of self-storage units has increased a modest amount, the building footprint and height remain the same.

Further, in addition to the Project analyzed in this DEIR, the prior MND analyzed a proposed 77,000 sf building for warehouse and office uses to be constructed on four parcels (Assessor's Parcel Numbers 7140-014-021, -22, -23, and -27) at 3916-4021 Ambeco Road (referred to in the MND as the McDonald Trust Parcels), which are adjacent to the Project Site. At the time of the MND's publication, the owner of the McDonald Trust Parcels had submitted a preliminary conceptual site plan for the warehouse building to the City but had not submitted a complete development application. A complete development application was never subsequently submitted and the conceptual site plan expired on December 19, 2023. Additionally, the City received notice, on behalf of the owner of the McDonald Trust Parcels, on January 7, 2020 via email that the prior applicant would not be pursuing a project at this time. The City is not aware of any development proposed at the McDonald Trust Parcels, and no such development is within the scope of this DEIR.

## **2.2 SUMMARY AND SCOPE OF THE PROJECT**

This DEIR has been prepared by the City to evaluate the potential environmental effects that could result from development of the Project. This DEIR has been prepared in conformance with the CEQA statutes and implementing CEQA Guidelines. The City is the lead agency under CEQA.

The Project Site is located within the City at 3701 North Pacific Place, as shown in Exhibit 2-1, Regional Location, Exhibit 2-2, Local Vicinity, and Exhibit 2-3, Aerial Photograph. The Project Site consists of 14.20 acres and currently exists as an undeveloped parcel. The majority of the site is vacant. As explained in more detail in Section 3 (Project Description), surcharge activities were undertaken from September 2020 to January 2021 (Surcharge Activities), which

D:\Projects\3\ONI\Pacific\_Place\PRO\Pacific\_Place.aprx\ex\_RL



## Regional Location

*Pacific Place Project*



0 5 10  
Miles

Exhibit 2-1











## Aerial Photograph

### Pacific Place Project



0 150 300  
Feet

## Exhibit 2-3





included grading, movement of onsite soil from the northern to southern portion of the Project Site, import of certified clean soil from offsite, and creation of a large soil stockpile (Surcharge Pile) from the onsite and imported soils. The Surcharge Pile is located in the area of the Project's proposed self-storage building and occupies approximately 60,000 sf of the Project Site.

The Project proposes construction of a self-storage building and an RV surface parking lot with a car wash for RV storage tenants. Project Site access would be from a proposed improvement of North Pacific Place. Additionally, the Applicant would grant to the City a nonexclusive easement running roughly along the southern property line of the Project Site for the purpose of connecting North Pacific Place and the approximately 10.8-acre Los Angeles County Flood Control District (LAFCD) property located between the Project Site and the LA River, which in turn connects to the existing public pedestrian and bicycle trail maintained by the County along the LA River. The easement area would be available to be developed and used by the public as a trail for pedestrian, bicycle, and equestrian uses as and when the LAFCD property is developed for public recreation and open space.

The Project also involves, in order to address historical contamination, implementation of the Department of Toxic Substances Control (DTSC) Response Plan (RP) prepared for the Project under the California Land Reuse and Revitalization Act of 2004 (CLRRRA), including key elements such as soil management, construction of an engineered cap, implementation of methane and soil gas mitigation measures, installation of groundwater monitoring wells, installation of perimeter soil vapor probes, implementation management and control plans, and implementation of an operations, monitoring, and maintenance plan. DTSC is a responsible agency under CEQA. As a responsible agency, DTSC oversees hazardous materials remediation plans and hazardous materials remediation for the Project.

## **2.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT BASELINE**

The baseline for a Project is normally the physical conditions that exist when the Notice of Preparation (NOP) is published. The NOP for the Project was published on June 7, 2023, a copy of which is provided as Appendix A, Notice of Preparation, of this DEIR (City of Long Beach 2024). However, the CEQA Guidelines recognize that an appropriate environmental baseline can vary depending on the circumstances of a Project. The Guidelines and applicable case law recognize that lead agencies may use historical conditions to define the "existing conditions" baseline when environmental conditions change or fluctuate over time, and that existing conditions may be defined "by referencing historic conditions" that are supported by substantial evidence "where necessary to provide the most accurate picture practically possible of the project's impacts."<sup>1</sup>

Based on the history of the Project detailed in Section 3.1.1, Project Background, the Prior Project was previously approved for development under an MND; however, all approvals for the Prior Project, including the Mitigated Negative Declaration (MND), were rescinded by the City on February 7, 2023 as required by the Court Ruling. The Court Ruling was based, in part, on some of the Prior Project activities – the Surcharge activities described in more detail in Section 3.0, Project Description – having occurred prior to the City's approval of the MND on April 13, 2021. Therefore, in order to ensure that all Project-related actions (including the Surcharge activities) are fully addressed in this DEIR, the environmental baseline will be described as site conditions at the time the previous development application was filed, on or about January 13, 2020, and the City initiated preparation of the MND.

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<sup>1</sup> 14 Cal Code Regs §15125(a)(1); *In Communities for a Better Env't v South Coast Air Quality Mgmt. Dist.* (2010) 48 Cal.4th 310, 336.

## 2.3 CEQA REQUIREMENTS

CEQA requires the preparation of an EIR for any Project that a lead agency determines may have a significant impact on the environment. As stated in Section 15121(a) of the CEQA Guidelines, an EIR is an “informational document”. According to Section 21002.1(a) of CEQA, “The purpose of an environmental impact report is to identify the significant effects on the environment of a Project, to identify alternatives to the Project, and to indicate the manner in which those significant effects can be mitigated or avoided.” Accordingly, the purpose of this DEIR is to provide the City, responsible and trustee agencies, other public agencies, and the public with detailed information about the environmental effects that could result from implementing the Project; examine and set forth feasible methods of mitigating any adverse environmental impacts should the Project be approved; and consider feasible alternatives to the Project. The City will use the EIR, along with other information in the public record, to determine whether to approve, modify, or deny the Project and specify any applicable environmental conditions or mitigation measures as part of the Project approvals.

### 2.3.1 ENVIRONMENTAL PROCEDURES

The basic purposes of CEQA are to accomplish the following:

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that environmental damage can be avoided or be significantly reduced;
3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved (14 CCR 15002).

The EIR process typically consists of three parts: (1) the Notice of Preparation (NOP) with an optional Initial Study (IS), (2) Draft EIR (DEIR), and (2) Final EIR. As described above, an IS and MND was previously prepared and circulated for the Project and was approved by the City on April 13, 2021. In compliance with the Court Ruling, the City voided, vacated, and set aside that MND and prior Project approvals on February 7, 2023. Because the Court Ruling concluded that the fair argument test had been met as to certain topics analyzed in the MND, an IS was not needed and the City instead proceeded directly to preparing this DEIR. On June 7, 2023, the NOP for this Project was prepared and circulated to the State Clearinghouse, applicable agencies, and interested groups/individuals. Pursuant to Section 15082 of the CEQA Guidelines, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP.

The 30-day NOP public review period ended on July 7, 2023. The City received 22 comment letters, including 15 letters from members of the public and 7 comment letters from public agencies. Comments received during the NOP public review period were considered during the preparation of this EIR. The NOP scoping comments are included in Appendix A of this EIR.

The DEIR has been made available for public review for 45 days to provide comments on the “sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated” (14 CCR 15204). Copies of the DEIR and Appendices are available from **July 31, 2024 to September 30, 2024** at the City of Long Beach, Planning Department, 411 West Ocean Blvd., 3rd Floor Long

Beach, CA 90802. Electronic copies of the DEIR and Appendices are available for downloading from the City's website at the following link:  
<http://longbeach.gov/lbcd/planning/environmental/reports/>

During the public review period, comments regarding environmental issues analyzed in the DEIR and the DEIR's accuracy and completeness may be submitted to the lead agency at the following address:

Ms. Amy L. Harbin, AICP  
Planner  
City of Long Beach, Community Development Department  
411 West Ocean Blvd., 3rd Floor  
[LBDS-EIR-Comments@longbeach.gov](mailto:LBDS-EIR-Comments@longbeach.gov)  
562.570.6872

As the lead agency for the Project, the City has assumed responsibility for preparing this document. The decision to consider the Project is within the purview of the City Planning Commission and City Council. The City will use the information included in this DEIR to evaluate potential impacts to the physical environment associated with the Project when considering approval of the Project. As set forth in Section 15021 of the CEQA Guidelines, the City, as lead agency, has the duty to avoid or minimize environmental damage where feasible. Furthermore, 14 § CCR 15021(d) states that:

CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment.

## 2.4 **DEIR ORGANIZATION**

This DEIR is organized into eight sections, each containing its own references section. A list of the DEIR sections and a brief description of their contents is provided below to assist the reader in locating information.

- **Section 1.0, Executive Summary:** This section provides a description of the Project location and setting, an abbreviated Project description, Project Objectives, areas of controversy, summary of environmental impacts, and overview of alternatives considered by the City. Section 1.0 also includes a summary table with impacts for each threshold along with mitigation measures, as applicable.
- **Section 2.0, Introduction:** This section briefly discusses the purpose of the DEIR, describes the environmental review process, describes the environmental setting of the Project, and gives an overview of the DEIR's organization and topics covered in the DEIR.
- **Section 3.0, Project Description:** This section provides a detailed description of the Project characteristics and the environmental setting of the Project, as well as a statement of the Project Objectives and a list of anticipated discretionary actions for the Project.
- **Section 4.0, Impact Analysis:** This section contains subsections 4.1 through 4.21. Each subsection includes discussions on the following topics: existing conditions, regulatory

setting, thresholds of significance, impact analysis, cumulative impacts, mitigation program, and significance after mitigation.

- **Section 5.0, Alternatives:** This section includes an overview of CEQA requirements for the consideration and selection of alternatives, as well as alternatives considered but rejected. Section 5.0 also includes an analysis of alternatives carried forward for consideration as well as a discussion of the environmentally superior alternative.
- **Section 6.0, Long Term Impacts:** This section contains a summary discussion of topics such as the balance of long-term versus short-term impacts; potential growth-inducing impacts; and any significant irreversible environmental changes that would be caused by the Project.
- **Section 7.0, Persons and Organizations Consulted:** This section lists the persons and organizations that were contacted to obtain data on the preparation of this EIR.
- **Section 8.0, Preparers:** This section lists the persons that directly contributed to preparation of this DEIR.

## 2.5 ISSUES TO BE ADDRESSED IN THE EIR

The scope of the DEIR is based on the findings of the technical studies and input received from responsible and other agencies and the public as part of the scoping process. Based on the City's determination, the EIR addresses all environmental topics with potential to result in significant effects.

Based on the City's determination and the comments received by the City on the NOP, this DEIR analyzes the following environmental topics:

- |                                   |                                  |
|-----------------------------------|----------------------------------|
| • Aesthetics                      | • Land Use and Planning          |
| • Air Quality                     | • Noise                          |
| • Biological Resources            | • Population and Housing         |
| • Cultural Resources              | • Public Services                |
| • Energy                          | • Recreation                     |
| • Geology and Soils               | • Transportation                 |
| • Greenhouse Gas Emissions        | • Tribal Cultural Resources      |
| • Hazards and Hazardous Materials | • Utilities and Services Systems |
| • Hydrology and Water Quality     |                                  |

Although an IS was not prepared for the Project, certain environmental topics and issues within those topics have been found to have no potential for impact. Accordingly, those topics are identified below in this section of the EIR and focused out from further analysis in the other sections of the EIR.

## 2.6 EFFECTS NOT FOUND TO BE SIGNIFICANT

Consistent with Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and which were therefore not discussed in detail in the EIR. During the scoping process for this DEIR, the City determined that implementation of the Project would not result in significant environmental impacts on: Agricultural and Forestry Resources, Mineral Resources, or Wildfire. Therefore, these topics are not discussed further in this DEIR except as set forth below.

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## **Agricultural and Forestry Resources**

- ***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?***
- ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***
- ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?***
- ***Result in the loss of forest land or conversion of forest land to non-forest use?***
- ***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.** Most of the Los Angeles Basin, including the Project Site, is not mapped on the California Important Farmland Finder (CIFF) maintained by the Division of Land Resource Protection due to the intense urbanization of the region (DLRP 2022). Moreover, the Project Site is vacant, is not in agricultural use and no agricultural operations are located in the immediate area. The Project Site is zoned IL, Light Industrial, and is not zoned for agricultural use. The Project Site is not subject to a Williamson Act contract. Due to the lack of agricultural or farmland uses on the Project Site, as well as in the vicinity, no impacts related to the conversion of farmland or conflicts with existing agricultural uses or zoning would result from Project development; no mitigation is required.

No forest land is present on the Project Site. Vegetation consists of disturbed vegetation composed of nonnative species, bare land, ornamental landscape, and surface parking. The Project Site is zoned for industrial use and is not zoned for forest or timberland use. Project development would not conflict with zoning for forest or timberland uses and would not convert forest land to non-forest use. Therefore, no impacts would occur, and no mitigation is required.

The Project Site is not designated as farmland of significance and is not being used for agricultural production. There are no areas in the immediate area of the Project Site that are currently used for agricultural purposes. Further, there are no forest lands in the vicinity of the Project Site; therefore, the Project would not convert forest land to non-forest use. No impacts would occur, and no mitigation is required.

Therefore, the Project would not result in the loss of farmland, forestland, timberland, or timberland zoned Timberland Production. No impact would occur, and no mitigation is required. This topic (Agricultural and Forestry Resources) will not be further analyzed in this DEIR.

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## **Mineral Resources**

- ***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?***
- ***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 central and eastern parts of the Project Site are mapped Mineral Resource Zone 3 (MRZ-3) on the Generalized Mineral Land Classification Map of Los Angeles County by the California Geological Survey (CGS) (CGS 1994). MRZ-3 designates areas containing mineral deposits the significance of which cannot be evaluated from available data. The western part of the Project Site is mapped MRZ-1, consisting of areas where adequate information indicates that significant mineral deposits are absent or are unlikely to be present (CGS 1994). Thus, there is no available information for sufficiently assessing the significance of mineral resources that may underlie the Project Site. No mines on or near the Project Site are mapped on the Mines Online database maintained by the Division of Mine Reclamation (DMR 2020).

The Project Site is in the Long Beach Oil/Gas field (CalGEM 2020). No active oil or gas wells are present on or within 0.5 mile of the Project Site, and the nearest idle oil well is approximately 0.25 mile east of the Project Site. Six abandoned oil wells are present onsite. Thus, Project development would not interfere with production by active oil wells or resumption of production by idle wells. No impacts would occur, and no mitigation is required.

The Project would not result in adverse impacts to any regionally or locally significant mineral resources, and no mitigation is required. This topic (Mineral Resources) will not be further analyzed in this DEIR, as no impacts are anticipated.

## **Wildfire**

- ***Substantially impair an adopted emergency response plan or emergency evacuation plan?***
- ***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?***
- ***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?***
- ***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.** The Project Site is not located in a fire hazard severity zone (FHSZ) or in a State Responsibility Area (SRA) (CalFire 2024). Project development would not impair implementation of the City of Long Beach Hazard Mitigation Plan. No impact to an adopted emergency response plan or emergency evacuation plan would occur, and no mitigation is required.



Project development would not exacerbate wildfire risks. Development would involve vegetation clearance on the Project Site and would involve installation of limited amounts of landscaping along the Project Site perimeter. The addition of landscaping to the site would be ornamental and would be irrigated; therefore, it would not exacerbate wildfire risks and no mitigation is required.

Project development would involve installation and maintenance of roadways, driveways and drive aisles, and utilities onsite. However, as discussed above, the Project Site is not in an FHSZ or in a SRA. Development would not involve installation or maintenance of infrastructure offsite or in a FHSZ or in a SRA. The installation and maintenance of infrastructure by Project development would not exacerbate wildfire risks. No impacts would occur, and no mitigation is required.

Project development would not exacerbate wildfire risks on or next to the site; and thus, would not expose people or structures to secondary risks arising from wildfires (e.g., flooding, landslides, or slope instability). Impacts would be less than significant, and no mitigation is required.

The Project would not result in adverse impacts to emergency response plans or evacuation plans, would not expose project occupants to pollutant concentrations, would not require the installation or maintenance of associated infrastructure, and would not expose people or structures to significant risks resulting from runoff, post-fire slope instability, or drainage changes. Therefore, no mitigation related to Wildfire are required. This topic (Wildfire) will not be further analyzed in this DEIR, as no impacts are anticipated.

## 2.7 **REFERENCES**

Division of Land Resource Protection (DLRP). 2022 (Accessed 2024)  
<https://maps.conservation.ca.gov/DLRP/CIFF/>

City of Long Beach. 2024. Notice of Preparation (Appendix A)

*Farmland Protection Alliance v. County of Yolo* (2021) 71 Cal.App.5th 300, 308-312.)  
<https://law.justia.com/cases/california/court-of-appeal/2021/c087688.html>

California Geological Survey (CGS).1994. Mineral Land Classification.  
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>

Division of Mine Reclamation (DMR 2020).Mines and Mineral Resources Related Dta & Maps  
<https://maps.conservation.ca.gov/mineralresources/#datalist>

California Geologic Energy Management Division (CalGEM). 2020.  
<https://www.conservation.ca.gov/calgem/maps>

CalFire. 2024. Fire Hazard Severity Zone Viewer. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>

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## **SECTION 3.0 PROJECT DESCRIPTION**

### **3.1 PURPOSE OF THE PROJECT DESCRIPTION**

The purpose of the project description is to describe the Project in a way that allows for meaningful review by the public, reviewing agencies, and decision makers. Section 15124 of the CEQA Guidelines requires that the project description for an EIR contain the following: (1) the precise location and boundaries of a proposed project; (2) a statement of objectives sought by the proposed project including the underlying purpose of the project; (3) a general description of the project's technical, economic, and environmental characteristics; (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making; (5) a list of the permits and other approvals required to implement the project; and (6) a list of related environmental review and consultation requirements required by federal, State, or local laws, regulations, or policies. An adequate project description need not be exhaustive but should supply the detail necessary for evaluation of the project.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines. The following project description provides the information needed to assess the environmental effects associated with the development, construction, and operation of the Project.

### **3.2 PROJECT LOCATION**

The 14.20-acre Project Site is located at 3701 North Pacific Place in the City of Long Beach in Los Angeles County. The Project Site is located at the north end of North Pacific Place immediately north of the I-405 Freeway.

Regional access to the site is provided via Interstate I-405. The I-405 freeway is located less than 0.25-mile south of the Project Site. Local access is provided via North Pacific Place.

### **3.3 PROJECT OBJECTIVES**

Section 15124(b) of the CEQA Guidelines requires “[a] statement of objectives sought by the project. A clearly written statement of objectives will help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits.” Not only is a project analyzed in light of its objectives, but compatibility with project objectives is one of the criteria used in selecting and evaluating a reasonable range of project alternatives. Clear project objectives simplify the selection process by providing a standard against which to measure project alternatives.

The underlying purpose of the Project is to create a self-storage and RV storage area in the City. The Project is proposed to meet the following Project Objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-2: Develop the Project site in an environmentally sensitive manner, including through the implementation of current codes and building standards that require water efficiency and energy efficiency, as well as through the implementation of water quality best management practices, native drought tolerant landscaping, and other water conservation standards.

- OBJ-3: Develop the Project Site in a manner that improves existing site conditions through the implementation of a Response Plan, under the California Land Reuse and Revitalization Act of 2004 (CLRRRA), to address historical site contamination from metals, total petroleum hydrocarbons, and volatile organic compounds, which includes the preparation of a Soil Management Plan and construction of an engineered surface cap to prevent future exposure to hazardous materials, installation of building protection systems under the Project's buildings and installation of subsurface venting systems (passive with the capability of making active) beneath the Project's buildings and parking areas to mitigate potential exposure to methane and soil vapor, and installation of groundwater monitoring wells and perimeter soil vapor probes to monitor subsurface conditions.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.
- OBJ-7: Provide short-term and long-term employment opportunities and generate tax and other revenue for the City.
- OBJ-8: Develop the Project Site with a project that is economically feasible.

### **3.4 ENVIRONMENTAL SETTING**

#### **3.4.1 EXISTING CONDITIONS AND SURROUNDING LAND USES**

##### **Existing Physical Conditions**

The Project Site consists of four parcels located at 3701 North Pacific Place in the City of Long Beach in Los Angeles County on Assessor's Parcel Number 7140-014-34 as shown in Exhibit 2-1, Regional Location, Exhibit 2-2, Local Vicinity, and Exhibit 2-3, Aerial Photograph.<sup>1</sup>

The Project Site vicinity, including adjoining properties, has been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and above ground storage tanks (ASTs). The Project Site was formerly used as an oil brine water treatment facility for nearby and onsite oil development activities beginning in 1926. Oil brine was pumped to sumps on the site; the majority of the site was used as a treatment sump. Water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind sludge. Following evaporation, the remaining sludge was left in the sumps or removed and dumped elsewhere. Evaporation operations reportedly ceased at the site in the mid-1950s. In the 1970s, a partial cleanup/treatment of the Project Site was conducted. The partial cleanup included removal, treatment, and replacement of a portion of the sump materials. However, detailed records describing the cleanup activities could not be located or obtained for review. Although numerous investigations have been conducted at the site, no large-scale remediation has been completed.

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<sup>1</sup> One of the approvals associated with the MND was a lot merger, which was rescinded in compliance with the Court Ruling. Prior to the City rescinding the Prior Project approvals, the County Assessor processed a Certificate of Compliance for the prior merger, and this caused the Assessor to create and issue a new single APN for the entirety of the Project Site. The Assessor has not withdrawn the new APN that was issued, so this new APN remains is the most accurate identifier for the Project Site.

According to California Geologic Energy Management Division (CalGEM) (formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR) records, six oil wells were historically located onsite, and five of the six wells produced oil. The wells were reportedly drilled between 1937 and 1981. All six wells were abandoned between 1981 and 2014, conforming with CalGEM standards when they were abandoned.

The Project Site was used as a golf driving range in the mid-2000's. Dilapidated remnants of an abandoned driving range were present in the southwest portion of the Project Site, including a paved surface parking lot and supports for a tee-box canopy. Wooden poles and netting remaining from the former driving range were present on much of the perimeter of the Project site.

Until the Surcharge Activities, described below, much of the site was bare land; portions of the site were vegetated with disturbed vegetation consisting mostly of non-native grasses and shrubs. Ornamental vegetation (i.e., pine, eucalyptus, and sycamore trees) was interspersed among portions of the parking lot in the southern part of the site. Most of the Project Site sloped slightly toward the south and elevations onsite ranged from 38 to 71 feet above mean sea level (AMSL).

The Project Site was historically used illegally for driving off-road vehicles, but the Project Site has since been fenced and measures have been taken to prevent trespassing for driving off-road vehicles and all other prohibited uses. A freestanding billboard with two static display panels in a "V" configuration stands off-site to the southwest. A single-panel billboard is shown at that location in aerial photographs dated 1972 through 1994 and a double-panel billboard is shown in aerial photographs from 2002 onward.

The Surcharge Activities were undertaken in late 2020 through early 2021 to determine the type of building foundation that would be most suitable for the proposed development at the Project Site. Surcharging is a geotechnical study to test the site soil conditions for suitability and stability to support improvements. In this case, the Surcharge Pile was designed to determine whether pile-supported foundations would be required or could be eliminated altogether in lieu of alternative, less intrusive foundation designs. The Surcharge Activities, which were developed by the Project's geotechnical and civil engineers, included moving existing, pre-characterized, clean soil from the northern portion of the Project Site to the area of the Project's proposed self-storage building and consolidating it to create the Surcharge Pile. In addition, approximately 12,000 cubic yards of certified clean soil was imported to complete the Surcharge Pile over an area with the same dimensions and with similar physical weight as the future building. The Surcharge Pile is approximately 18 feet tall and occupies approximately 60,000 sf. The Surcharge Pile was then monitored, with measurements taken to determine the degree of settlement of the soil underlying the Surcharge Pile over time. The Applicant obtained all necessary permits from the City to undertake the Surcharge Activities. Given the site's environmental history, the Applicant also coordinated with the California Department of Toxic Substances Control (DTSC) during the planning and implementation of the Surcharge Activities, including the following actions taken:

1. Prior to commencing the Surcharge Activities, the following plans were prepared to reduce the potential risks from exposure to Site contaminants:
  - a. Soil Management Plan (SMP)
  - b. Ambient Air Monitoring Plan (AAMP)
  - c. Health and Safety Plan (HASP)
  - d. Stormwater Pollution Prevention Plan (SWPPP)
2. Approximately 400 cubic yards of soil impacted with historical contaminants from areas of environmental concern (AECs) identified in the Final Site Assessment Plan were

excavated and moved from the areas where the Surcharge Activities were to occur into a pre-approved onsite reconsolidation area per the SMP to ensure that onsite soils used to construct the Surcharge Pile were clean.

3. During earth movement activities, air monitoring was conducted for potential contaminants in dust, including during placement of cover soil activities to the Surcharge Pile.

Prior to commencing the Surcharge Activities, the Applicant notified the South Coast Air Quality Management District (SCAQMD) about upcoming earthmoving activities. The Applicant also prepared a Notice of Intent and SWPPP in accordance with the California Construction General Permit, which were submitted to and approved by the Los Angeles Regional Water Quality Control (LARWQCB) and are available online in the LARWQCB's Storm Water Multiple Application & Reporting System (SMARTS) system (Waste Discharge Identification [WDID] number 4 19C391158). In August 2020, DTSC informed the surrounding community of the upcoming Surcharge Activities through community mailers and a work notice, available to the public on DTSC's online repository, Envirostor. Per the AAMP, the Applicant performed baseline air monitoring in August 2020 and began mobilizing for the earth-moving activities.

The earth-moving activities associated with the Surcharge Activities were then conducted from September 2020 to January 2021. All earth-moving activities associated with the Surcharge Activities were conducted in accordance with SCAQMD requirements and the SWPPP, and pursuant to the Site SMP and AAMP which DTSC reviewed, commented on, approved, and posted on Envirostor, and the HASP, which DTSC reviewed, commented on, and posted on Envirostor. Per the AAMP, the Applicant's consultants conducted real time monitoring of volatile organic compound (VOC) emissions from soil (per SCAQMD Rule 1166), fugitive dust (Per SCAQMD Rules 401, 402, 403, and 1466), and air (per the Site's AAMP), and conducted discrete air sampling for metals and VOCs (per the Site's AAMP) during the earth-moving activities. Generally, SCAQMD Rule 403 prohibits net PM<sub>10</sub> (dust) levels from exceeding 50 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) between the upwind and downwind areas of the site. As requested by DTSC, a more stringent threshold of 25  $\mu\text{g}/\text{m}^3$  was adhered to during the Surcharge Activities. Air monitoring was conducted using three monitoring stations along the Project Site perimeter. Two of the monitoring stations were located along the northern and eastern boundaries between the work activities and the residences and elementary school across the railway tracks. The Applicant also coordinated with SCAQMD throughout the earthwork activities, and dust suppression measures were implemented pursuant to SCAQMD requirements and the site-specific AAMP and SMP. In accordance with the MND's mitigation measures, a tribal monitor was present during the duration of the earth-moving activities.

Following completion of the Surcharge Activities, the topography of the majority of the Project Site is graded gradually at an elevation of between 48 to 50 feet above mean sea level (amsl). The currently ungraded northwestern corner sits at an elevation approximately 4 to 6 feet lower than the majority of the Project Site. The Surcharge Pile is approximately 18 feet tall and currently occupies approximately 60,000 square feet of the Site and covers the footprint of the proposed self-storage building. The elevation of the top of this soil is at approximately 74 feet amsl.

### **Existing Land Use and Zoning Designations**

The Project Site has a General Plan PlaceType (land use designation) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The NI General Plan land use designation allows for light industrial, clean manufacturing and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The NI PlaceType allows a maximum of 36 du/ac based on lot size and floor area ratio (FAR) between 0.50 and 1.00. While a maximum height of 65 feet (ft) is allowed within the NI land use designation, MAP LU-8, Heights,

within the City's General Plan Land Use Element identifies the maximum height of the existing Project site as 40 ft (City of Long Beach 2019). Light Industrial (IL) zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. A detailed description of all uses allowed within areas of the City zoned for IL can be found in Chapter 21.33.060 of the City's Municipal Code. Among other requirements, IL zoning development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft.

### **Surrounding Uses**

Properties along the northern, southern, and western boundaries of the Project site are zoned as Public Right-of-Way (PR), with General Plan land use designations of Open Space (OS). Property along the eastern boundary of the Project is zoned IL. Properties further north of the Project site are zoned for residential (R-1-N) while properties further east of the Project site are zoned for Institutional (I) and Park (P) uses; these properties have General Plan land use designations of Founding and Contemporary Neighborhood (FCN), and OS.

The Project Site is bounded to the south by a California Department of Transportation (Caltrans) maintenance station; the I-405 freeway; a ramp from North Pacific Place to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. An undeveloped, privately-owned parcel abuts the Project Site to the southeast. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. Beyond the Metro A Line tracks are Los Cerritos Park, Los Cerritos Elementary School, and single-family residential uses. Vacant land owned by the Los Angeles County Flood Control District (LACFCD), runs along the western boundary of the Project site. West of the LACFCD property is the LA River, which exists as an engineered concrete channel. West of the LA River are a stormwater detention basin and an equestrian club. The site is bounded to the north by undeveloped land.

### **3.5 PROJECT ELEMENTS**

The Project proposes development of a four-story, 206,756-sf self-storage building consisting of approximately 1,681 self-storage units on four levels; the building would be approximately 40 feet tall at the roof line, with a parapet extending an additional approximately 4 feet. The first level would include a combination of drive-up storage units with roll-up doors located along the perimeters of the building, directly accessible from the outside, and interior storage units accessible from the building's interior. The second, third, and fourth stories would include interior-accessible storage units. Ancillary uses would include one lobby, approximately 900 sf of leasing office, and two unisex restrooms on the first floor. The proposed building would include two elevators and two stairwells, and one main point of entry/exit through the lobby. Alternate points of entry/exit would be in connection with the two stairwells and the electrical room. The building would be constructed in the southeast portion of the Project site.

The balance of the Project site would be developed with 551 rentable RV parking stalls, 27 standard automobile parking stalls, and 5 ADA accessible automobile parking stalls. The types of vehicles stored in the rentable stalls might include motor homes, travel trailers, vans, truck campers, camping trailers, boats, and off-road vehicles. Five canopies (Canopy A, Canopy B, Canopy C, Canopy D, and Canopy E) would be constructed in five parallel rows to provide covered parking for the majority of the rentable RV stalls. Canopies A through D would each include two rows of parking. Canopy E would include a single row of parking stalls and would extend along the western, northern, and northeastern edges of the Project site. Canopies A

through D would include a small number of uncovered spaces on either end of the canopy row. The remaining uncovered parking stalls would be constructed along the eastern edge of the Project site.

The Project would also include the development of a 1,450 sf private car/RV wash for exclusive use by property owner or tenants, site improvements, landscaping, off-site improvements along North Pacific Place Road, and dedication of an easement for future development of a publicly accessible trail and trailhead. Additional information on the Project is provided below and depicted in Exhibit 3-1, Conceptual Site Plan.

The Project would set aside an easement to provide public access along the southern boundary of the site to the L.A. River if and when the neighboring LACFCD property is developed in the future as open space and/or recreation areas.

### **Architectural Style**

The building exterior would consist of a stucco finish with areas of wood paneling, vision and spandrel glass, and metal paneling. Finishes would be primarily shades of gray with blue and wood accents. Roll-up doors would be included on the northern, southern, and eastern facing walls of the building's first level and would be gray and blue tones. Exhibit 3-2, Self-Storage Building Rendering, shows renderings of the proposed self-storage building.

The canopy structures in recreational vehicle parking area would be galvanized steel structures comprised of poles and the canopies with typical 12-foot-wide angled parking spaces delineated with white striping. Exhibit 3-3, Parking Canopy Renderings, shows renderings of the proposed parking canopies.

### **Landscape and Hardscape**

Landscaping would be installed throughout the Project site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the recreational vehicle parking. The Project includes four planter schemes including a mix of native and introduced species. The four schemes would be maintained to provide a consistent and complementary landscape appearance throughout the Project site. The Project landscape plan would conform with the City of Long Beach water-efficient landscape requirements set forth in Municipal Code Section 21.42.

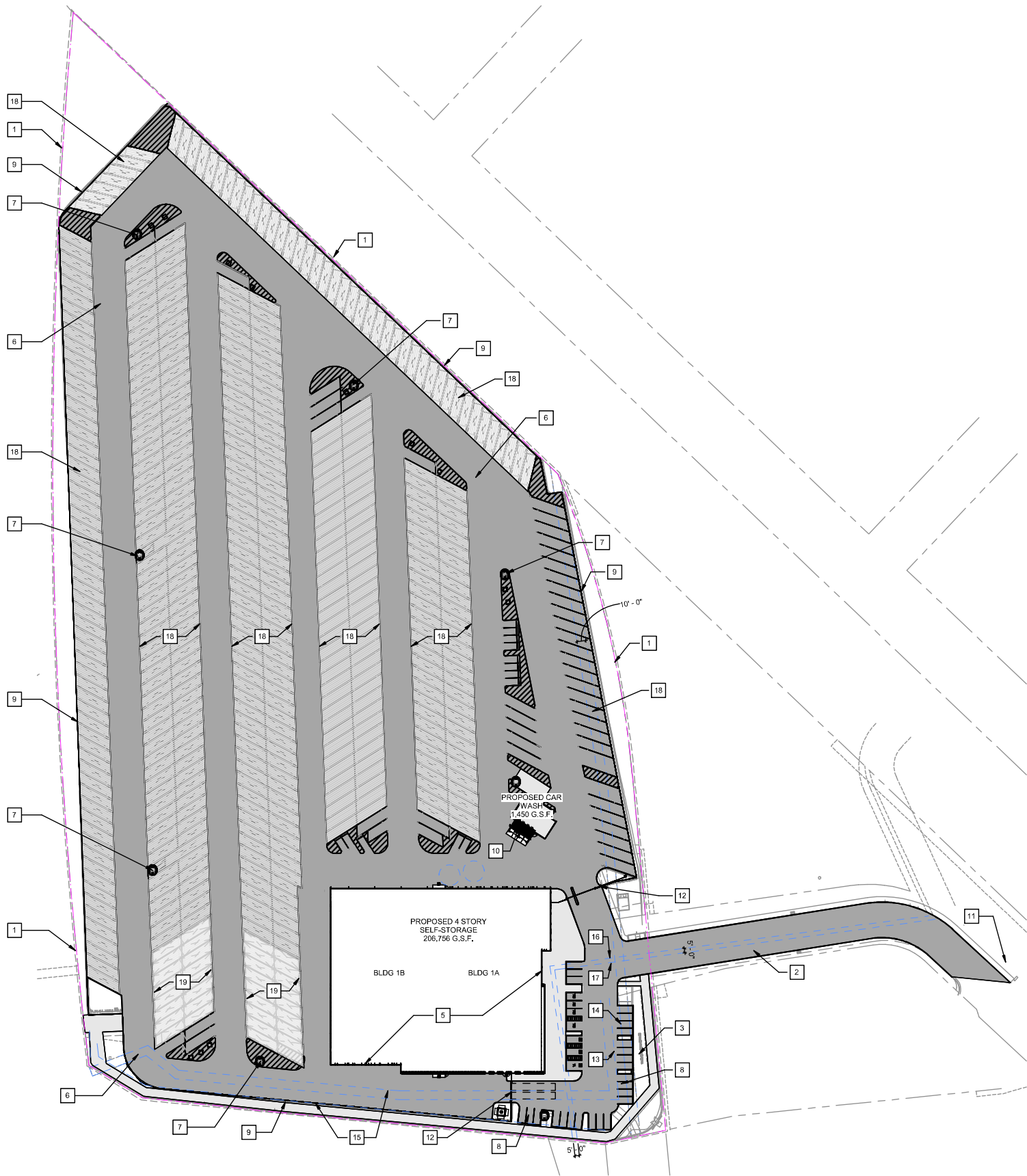
Retaining walls would be constructed along the west and northeast boundaries, and most of the east boundary. An additional retaining wall would separate the landscaped area in the north end of the Project site from the RV storage area to the south. Eight-foot-high concrete block walls would be constructed along RV Canopy E, adjacent to the site perimeter. Soils on-site next to the retaining walls would be reinforced with geogrids or geosynthetic materials used to reinforce soil stability. Landscaping will be incorporated into the geogrids to reduce their visibility.

### **Lighting**

Lighting elements would be installed throughout the site, including lighting standards throughout the RV storage area and exterior security lighting for the self-storage building and car wash. All lighting elements would be shielded to direct lighting onto the Project site and minimize light spillage onto off-site areas.



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PROJECT SUMMARY		
PROJECT ADDRESS:	3701 NORTH PACIFIC PLACE LONG BEACH, CA 90806	
TOTAL SITE AREA:	14.2 ACRES	
	EXISTING	PROPOSED
ZONING:	IL	CS
HEIGHT OVERLAY ZONE:	N/A	50'
GENERAL PLAN:	NI	CC
BUILDING HEIGHT:	28'	44'
SITE COVERAGE:	0%	8.2%
SETBACKS		
FRONT:	15'	105'
SIDE:	15'	56'
REAR:	5'	-
LANDSCAPE BUFFER:	-	-
CONSTRUCTION TYPE:	TYPE II-B FULLY SPRINKLERED PER NFPA 13	
OCCUPANCY:	S-1 STORAGE INDUSTRIAL	
TOTAL BUILDING AREA:	206,756 SF ( incl. LEASING 900 SF)	
UNIT COUNT:	1,681 UNITS	

GROSS SQUARE FEET PER LEVEL		
Building	Level	Gross Square Footage
BUILDING 1	Level 1	51,689.00 SF
BUILDING 1	Level 2	51,689.00 SF
BUILDING 1	Level 3	51,689.00 SF
BUILDING 1	Level 4	51,689.00 SF
		206,756.00 SF

PARKING INFORMATION	
PARKING REQUIREMENTS	
STANDARD SPACES:	3 + 1 / 100 UNITS = 3 + 1681/100 = 3 + 17 = 20 REQUIRED
EV REQUIRED	4 / 10-25 ACTUAL PARKING SPACES = 4 REQUIRED
PARKING PROVIDED:	
STANDARD SPACES	25
ACCESSIBLE	3
EV	4
RENTABLE	551
TOTAL:	583

- 1 PROPERTY LINE
- 2 ENTRANCE DRIVE
- 3 BIKE PARKING
- 4 ASPHALT PAVING AREA
- 5 BUILDING FOOTPRINT
- 6 FIRE ACCESS DRIVE AISLE
- 7 PROPOSED FIRE HYDRANT
- 8 PROPOSED NEW PARKING
- 9 6'-0" WROUGHT IRON FENCING, SEE SHEET A111
- 10 TRASH ENCLOSURE
- 11 MONUMENT SIGN
- 12 LIFT GATE
- 13 SEWER EASEMENT FOR COUNTY SANITATION DISTRICT. NO3
- 14 SEWER, PIPELINE AND INCIDENTAL EASEMENT
- 15 EASEMENT FOR PUBLIC HIGHWAY SLOPES AND INCIDENTAL
- 16 EASEMENT FOR OIL COMPANY THAT MAY CONTAIN 8" UNDERGROUND PETROLEUM PIPELINE
- 17 PIPELINE EASEMENT
- 18 PARKING CANOPY
- 19 SOLAR PANELS ON PARKING CANOPY

Conceptual Site Plan

Pacific Place Project



Map not to scale

Source: InSite, 2024

Exhibit 3-1



(07/23/2024 PLO) R:\Projects\LON\3\LON010101\Graphics\EIR\lex\_Conceptual\_Site\_Plan.pdf





PROJECT RENDERING 1



PROJECT RENDERING 2



PROJECT RENDERING 3



PROJECT RENDERING 4

Source: InSite, 2023

## Self-Storage Building Rendering

*Pacific Place Project*

Exhibit 3-2





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## **Vehicular Access, Parking and On-Site Circulation**

Site access would be from a proposed extension of North Pacific Place northwest and west approximately 360 feet from the existing end of Ambeco Road. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building. Two crosswalks would connect the parking lot to the proposed self-storage building. An accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. A driveway would extend around the perimeter of the self-storage building. Several internal drive aisles would provide access to the RV storage spaces (see Exhibit 3-1, Conceptual Site Plan).

## **Storm Water**

The Project Site would be separated into eight drainage areas (Areas A through H), and two separate Low Impact Development (LID) drainage management areas (DMA A and B) as shown on Exhibit 3-4, LID Plan. Drainage Area A (comprised of 2.2 acres), Area B (comprised of 2.4 acres), Area C (comprised of 2.0 acres), and Area D (comprised of 2.1 acres) would drain southwest towards LID feature area DMA A, which consists of a stormwater detention and wetland biofiltration system. DMA A has a storage capacity of 33,499 cubic feet (cf), which exceeds the required storage capacity of 32,550 cf. Drainage Area E (comprised of 1.9 acres), Area F (comprised of 1.0 acre), and Area H (comprised of 1.3 acres) would drain southeast towards LID feature area DMA B, which is comprised of another stormwater detention and wetland biofiltration system. DMA B has a storage capacity of 15,988 cf, which exceeds the required storage capacity of 15,528 cf. Drainage Area G (comprised of 0.3 acre) would drain southeast towards the municipal stormwater system.

Onsite drainage would generally be directed towards a series of catch basins and underground storage pipes along the site perimeters, which would convey stormwater to the two proposed detention systems located along the western and eastern site and consisting of multiple underground cisterns. One detention system is located along the eastern site boundary (DMA B) and the other along the western boundary (DMA A), and stormwater discharged from the detention systems would be directed to the two proposed biofiltration systems located on their respective ends, comprised of modular wetlands for treatment, and ultimately conveyed into the municipal storm drains located along the southern portion of the site towards the proposed extension of North Pacific Place northwest.

To collect stormwater that originates offsite and flows to North Pacific Place, two catch basins would be installed in North Pacific Place and a new offsite 36" RCP storm drain line would be installed from North Pacific Place extending around the southern perimeter of the Project Site, to be dedicated to the City, which would eventually connect to an existing Caltrans pipe at the southwest corner of the Project Site. This is depicted on the offsite drainage plans included as Appendix J-2 of this DEIR.

## **Utility Improvements**

The Project would require the extension of distribution lines for all utilities to serve the Project, as described below.

## **Water**

The Project would include construction of proposed domestic, fire, and irrigation lines on the Project site to serve the anticipated water demand. The Project would also involve off-site



NOTICE TO CONTRACTOR  
THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

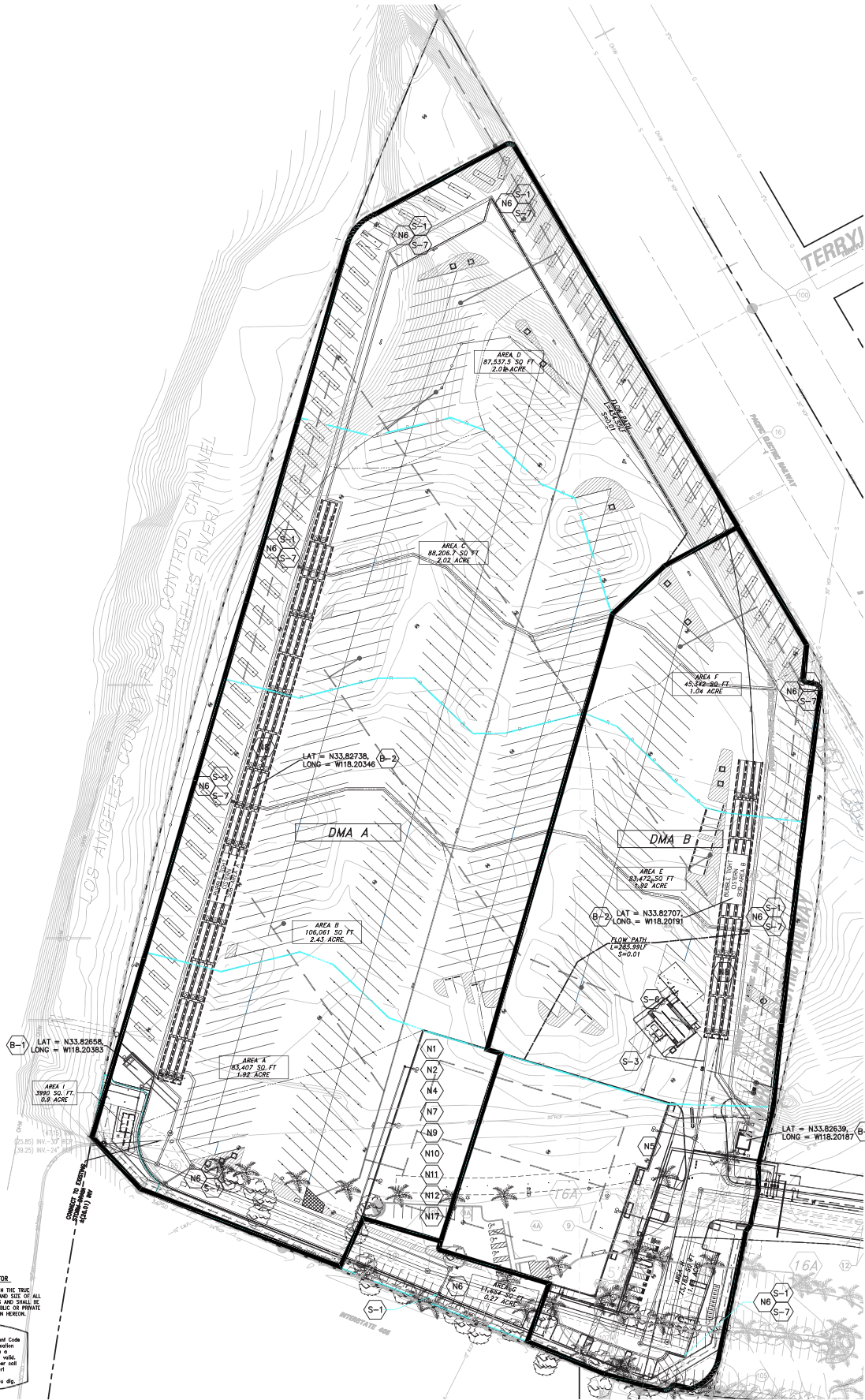
IMPORTANT NOTICE  
Section 4216 of the Government Code requires that the final identification number be issued before a "Notice to Construct" will be valid. For your Map LID, Number call Underground Service Alert. Call 811. Two working days before you dig.

## LID Plan

### Pacific Place Project



Map not to scale



BMP SUMMARY TABLE			
BMP TYPE	VOLUME REQUIRED FT <sup>3</sup>	VOLUME PROVIDED FT <sup>3</sup>	GPS COORDINATES (LAT., LONG.)
STORMWATER DETENTION SYSTEM (DMA A)	32,550	33,499	33.82738; -118.20346
WETLANDMOD STORMWATER BIOFILTRATION SYSTEM (DMA A)	32,550	33,499	33.82658; -118.20383
STORMWATER DETENTION SYSTEM (DMA B)	15,528	15,988	33.82707; -118.20191
WETLANDMOD STORMWATER BIOFILTRATION SYSTEM (DMA B)	15,528	15,988	33.82639; -118.20187

\*72 HOUR DRAIN DOWN TIME TREATMENT VOLUME

PROPOSED SITE EXHIBIT 13.3 ACRES - TOTAL REDEVELOPMENT AREA			
SURFACE TYPE		AREA (ACRE)	%
IMPERVIOUS	BUILDING ROOF, PAVING (AC & PCC)	13.3	100.0
PERVIOUS	LANDSCAPED AREA	0.00	0.00

City of Long Beach  
Department of Development Services  
Building and Safety Bureau  
333 West Ocean Blvd., 4<sup>th</sup> Floor  
Long Beach, CA 90802  
tel: 562-570-LBDS fax: 562-570-6753  
Website: <http://www.lbds.info>

#### LID OBSERVATION REPORT FORM

LID OBSERVATION means the visual observation of the Low Impact Development ("LID") and storm water related Best Management Practices (BMPs) for conformance with the approved LID Plan at significant construction stages and at completion of the project. LID observation does not include or waive the responsibility for the inspections required by Section 18.07.050 or other sections of the City of Long Beach Building Code.

LID OBSERVATION must be performed by the Registered Design Professional ("RDP") responsible for the approved LID Plan or designated staff in their employment.

LID OBSERVATION REPORT must be signed and stamped below by the RDP responsible for the approved LID Plan and submitted to the city prior to the Building Final or issuance of the certificate of occupancy.

Project Address: 3701 N Pacific Place	Building Permit No.: TBD
Name of RDP responsible for the approved LID Plan: Geoffrey Ayton	Phone Number: (714) 935-0265
Name of LID Observer:	Phone Number:

CHECK APPROPRIATE BOX

- ☐ Installation is approved and without deficiencies.
- ☐ Final lid observation for the project is 100% complete without any deficiencies.
- ☐ Observed deficiencies and comments:

I declare that the following statements are true to the best of my knowledge:

- I am the Registered Design Professional retained by the Owner to be in responsible charge for the approved LID plan, and
- I, or a designated staff under my responsible charge, has performed the required site visits at each significant construction stage and at completion to verify that the best management practices as shown on the approved LID plan have been constructed and installed in accordance with the approved LID plan.

SIGNATURE OF LID OBSERVER OF RECORD

DATE

STAMP OF LID OBSERVER OF RECORD

Updated: 11-27-12

1 of 1

City of Long Beach  
Department of Development Services  
333 West Ocean Blvd., 4<sup>th</sup> Floor  
Long Beach, CA 90802  
Phone: (562) 570-5237 Fax: (562) 570-6753  
Website: [www.lbds.info](http://www.lbds.info)

#### LID Project Information

Applicant: <b>Paul Brown</b>	Date: <b>12/20/19</b>				
Project Address: <b>3701 N Pacific Place</b>	Permit Number: <b>TBD</b>				
Please attach at least ten (10) Measures and provide the required information in each column:					
<b>LID BMP Measures:</b>					
Rain Barrels (# 55 gal barrels)	Rain Gardens (Area)	Planter Boxes (Area)	Dry Wells (Volume)	Permeable Pavement (Area)	# of Trees
			10	1.5	1.5
<b>Off-Site Mitigation Fee \$</b> \$1.00 per sq ft of non-irrigated or non-treated water (first 4"). I hereby certify that the above information is true, accurate, and complete, to the best of my knowledge.					
Owner's Signature _____ Date _____					
Development Type (Check the appropriate category): Land Use (Check the appropriate category): Residential / 5-Units or More <input type="checkbox"/> Non-Residential <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Transportation <input type="checkbox"/> Open Space <input type="checkbox"/> Mixed Use <input type="checkbox"/> Other <input type="checkbox"/>					
<b>Off-Site Mitigation Fee \$</b> \$1.00 per sq ft of non-irrigated or non-treated water (first 4").					
<b>Project Information*</b>					
Total Drainage Area managed by Project (acres)	Average Imperviousness (%)	Average Perviousness (%)	Project Design Volume (cubic feet)	Total Volume Capacity of BMPs (cubic feet)	BMP Type (biofiltration, detention, etc.)
13.3	100.0	0.0	48,400	49,780	Biofiltration
*Please provide the information requested in each column. The table is intended to represent the cumulative data of the project. If multiple LID BMPs are proposed, the data must be summed. I certify that the volume shown in provided herein corresponds with the approved Low Impact Development (LID) Plan and comply with the requirements established by the California Regional Water Quality Control Board and the State Water Resources Control Board for Low Impact Development (LID) Plans.					
Registered Design Professional's Signature _____ Date _____				Attn: Registered Design Professional Wet Ink Stamp Here:	

DRAINAGE AREA BOUNDARY	
FLOW PATH	
N	DENOTES NON-STRUCTURAL MEASURES
N1	EDUCATION FOR PROPERTY OWNERS, TENANTS AND OCCUPANTS
N2	ACTIVITY RESTRICTIONS
N4	BMP MAINTENANCE
N5	NOT USED
N6	COMMON AREA CATCH BASIN INSPECTION
N7	STREET SWEEPING AND PRIVATE STREETS AND PARKING LOTS
N8	NOT USED
N9	NOT USED
N10	UNIFORM FIRE CODE IMPLEMENTATION
N11	LITTER/DEBRIS CONTROL PROGRAM
N12	EMPLOYEE TRAINING
N17	COMPLY WITH ALL OTHER APPLICABLE NPDES PERMITS
B	DENOTES BIOFILTRATION BMPs
B-1	WETLAND MOD STORMWATER BIOFILTRATION SYSTEM
B-2	UNDERGROUND CISTERN SYSTEM
S	DENOTES ROUTINE STRUCTURAL SOURCE CONTROL BMPs
S-1	STORM DRAIN MESSAGE AND SIGNAGE
S-2	OUTDOOR MATERIAL STORAGE AREA DESIGN
S-3	OUTDOOR TRASH STORAGE AND WASTE HANDLING AREA DESIGN
S-6	OUTDOOR VEHICLE WASHING AREA DESIGN
S-7	CATCH BASIN FILTERS

#### Section 4: BMP Selection [24]

	Category 1 Screening (Feasible)	Category 2 Screening (Potentially Feasible)	Category 3 Screening (Infeasible)
Description	<ul style="list-style-type: none"><li>Underlying Groundwater</li><li>Depth of bottom of infiltration facility to seasonal high groundwater is &gt; 10 ft</li><li>Site Soils</li><li>Infiltration rate (K<sub>in</sub>) is &gt; 0.5 in/hr</li><li>Geotechnical hazards</li><li>Site Surroundings</li><li>Buildings or structures are at least 25 ft away from the potential infiltration BMP</li><li>Site is not located within the designated hillside grading area.</li><li>No continuous presence of dry weather flows</li></ul>	<ol style="list-style-type: none"><li>Underlying Groundwater<ul style="list-style-type: none"><li>Depth from bottom of infiltration facility to seasonal high groundwater is ≤ 10 ft</li><li>Unconfined aquifer is present with beneficial uses that may be impaired by infiltration. Full treatment required if this is the case</li><li>Groundwater is known to be polluted.</li></ul></li><li>Site Soils<ul style="list-style-type: none"><li>Infiltration rate is ≤ 0.5 in/hr but potential connectivity to higher K<sub>in</sub> soils is feasible</li><li>Geotechnical hazards such as liquefaction, collapsible soils, or expansive soils are a potential near the site</li></ul></li><li>Site Surroundings<ul style="list-style-type: none"><li>Buildings or structures are within 10 to 25 ft of the potential infiltration BMP</li><li>High-risk areas such as service/gas stations, truck stops, and heavy industrial sites. Full treatment is required if this is the case, or high-risk areas must be separate from stormwater runoff mingling</li></ul></li></ol>	<ol style="list-style-type: none"><li>Underlying Groundwater<ul style="list-style-type: none"><li>Depth from bottom of infiltration facility to seasonal high groundwater is ≤ 5 ft</li><li>Site with soil and/or groundwater contamination** infiltration is not feasible</li></ul></li><li>Site Soils<ul style="list-style-type: none"><li>Infiltration rate is ≤ 0.3 in/hr and connectivity to higher K<sub>in</sub> soils is infeasible</li><li>Geotechnical hazards such as liquefaction, collapsible soils, or expansive soils exist</li></ul></li><li>Site Surroundings<ul style="list-style-type: none"><li>Site is located on a fill site</li><li>Site is located on or within 50 feet upgradient of a steep slope (20% or greater) and has not been approved by a professional geotechnical engineer or geologist</li></ul></li></ol>
Instructions	If all of the above boxes are checked, they shall be confirmed by a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional geotechnical engineer or geologist, verifying that infiltration BMPs are feasible at the site. Otherwise, proceed to Category 2 screening.	If all of the above boxes are checked, or if corresponding boxes in Category 1 are checked in combination with the above boxes, a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional geotechnical engineer or geologist shall be carried out to approve infiltration measures*. Otherwise, proceed to Category 3 screening.	If any of the above boxes are checked, a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional geotechnical engineer or geologist shall be submitted to prove infiltration practices are not feasible.*

Table 4.1: Infiltration Feasibility Screening

\* Geotechnical Reports shall be reviewed by Building and Safety Bureau and Public Works Department. See Geotechnical Report Requirements herein.

\*\* The presence of soil and/or groundwater contamination and/or the presence of existing or removed underground storage tanks shall be documented by CEQA or NEPA environmental reports, approved geotechnical reports, permits on file with the City, or a review of the State of California's Geotracker website.

#### Section 4: BMP Selection [28]

	Category 1 Screening (Feasible)	Category 2 Screening (Potentially Feasible)	Category 3 Screening (Infeasible)
Description	<ol style="list-style-type: none"><li>Landscaped Area<ul style="list-style-type: none"><li>Landscaped area categorization of 1 exists in accordance with Table 4.2</li><li>Captured volume equal to or less than the Estimated Total Water Usage (ETWU) from October 1 - April 30.</li></ul></li><li>Site Soils</li><li>Geotechnical hazards are not a potential near the site</li><li>Vector Control</li><li>Approved vector control measures will be implemented</li></ol>	<ol style="list-style-type: none"><li>Landscaped Area<ul style="list-style-type: none"><li>Landscaped area categorization of 2 exists in accordance with Table 4.2</li><li>Captured volume greater than the Estimated Total Water Usage (ETWU) from October 1 - April 30.</li></ul></li><li>Site Soils</li><li>Geotechnical hazards such as liquefaction are a potential near the site</li><li>Soil hydraulic conductivities are sufficient for the designed water application rate; if not, soil amendments will be implemented</li></ol>	<ol style="list-style-type: none"><li>Landscaped Area<ul style="list-style-type: none"><li>Landscaped area categorization of 3 exists in accordance with Table 4.3</li></ul></li><li>Site Soils</li><li>Geotechnical hazards such as landsliding, collapsible soils, or expansive soils exist</li><li>Site Surroundings</li><li>Site is located on or within 50 feet of a steep slope (20% or greater) as determined by the Department of Building and Safety; irrigation within 3 days of a rain event could cause geotechnical instability</li></ol>
Instructions	If all of the above boxes are checked, they shall be confirmed by a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional civil engineer, geotechnical engineer, geologist, or landscape architect, verifying that capture and use BMPs are feasible at the site. Otherwise, proceed to Category 2 screening.	If all of the above boxes are checked, or if corresponding boxes in Category 1 are checked in combination with the above boxes, a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional civil engineer, geotechnical engineer, geologist, or landscape architect, shall be carried out to approve capture and use measures*. Otherwise, proceed to Category 3 screening.	If any of the above boxes are checked, a site-specific geotechnical investigation report and/or hydrologic analysis conducted and certified by a State of California registered professional geotechnical engineer, geologist, or landscape architect shall be submitted to prove capture & use practices are not feasible.*

Table 4.2: Capture and Use Feasibility Screening

\* Geotechnical Reports shall be reviewed by the Building and Safety Bureau and Public Works Department. See Geotechnical Report Requirements contained in the Infiltration Feasibility section.

Source: Joseph C. Truwx and Associates, Inc., 2021

Exhibit 3-4



improvements related to installation of an 8-inch water line within the extension of Pacific Place, extending north along the Pacific Electric right-of-way. This proposed 8-inch line would extend through the Project Site and off site to the west where it would connect to an existing City of Long Beach water line.

### ***Wastewater***

Wastewater would be collected onsite through a series of proposed pipelines and conveyed to the City's sewer system via a connection to existing offsite sewer mains in North Pacific Place. The Los Angeles County Sanitation District (LACSD) 30-inch vitrified clay pipe (VCP) North Long Beach Trunk Sewer is located within the Project Site, along the Project Site's eastern boundary. This existing sewer line is located within a 10-foot LACSD sewer easement that would be maintained in place with a 25-foot setback from the proposed water quality features. The Project would construct a 6-inch private sewer line extending from the LACSD sewer line and serving the proposed car wash and self-storage building. Wastewater would be collected on-site and flow off-site to be treated at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson.

### ***Electricity and Telecommunications***

The Project would install electricity, data, and telecommunications lines on-site and would be responsible to connect to existing offsite lines.

### **Site Remediation**

#### ***Response Plan (RP)***

As part of the construction, an engineered cap would be designed and constructed to cover the entire Project site. Construction activities associated with the response actions would likely include, but not be limited to, the following main tasks:

- Mass grading of the Site to achieve planned development grades;
- Management of soils associated with the identified AECs;
- Installation of venting systems under proposed building slabs and parking areas;
- Construction of the engineered cap;
- Construction of building protection systems; and
- Installation of groundwater monitoring wells and perimeter soil vapor monitoring probes and methane/vapor system.

### **Project Phasing and Schedule**

Site preparation and Project construction will occur in two phases. The first phase, which was previously completed in January 2021, involved mass grading of the site and creation of a soil Surcharge pile to determine the type of building foundation that would be most suitable for the proposed development of the Project Site. In addition, 12,000 cy of certified clean soil was imported from offsite to include in the Surcharge pile. The second phase will involve grading out the Surcharge pile, import of an additional 6,000 cy of soil, and building construction, paving, and architectural coatings. This second phase is expected to occur over a 20-month period.

The Project is expected to be completed in July 2026.

Project construction activities are anticipated to occur up to six days per week (i.e., Monday through Saturday). As described in more detail in Section 4.11, Noise, Project construction would be limited to Monday through Friday, for approximately 10 hours a day between 7 a.m. and 7 p.m. No construction would occur on Sundays or during City-observed federal holidays.

### **Sustainable Features**

**PDF-1** The Project shall implement a combination of the installation of on-site renewable energy systems and participation in Southern California Edison's (SCE's) Green Rate program to supply 100% of the proposed Project's estimated energy demand to the maximum extent feasible. As described in Section 3.0, Project Description, the Project would install solar photovoltaic panels with sufficient capacity to offset approximately 70% of the Project's electrical demand. As available, the Project applicant would be required to participate in SCE at the Green Rate level (i.e. 100% carbon free electricity) for all electricity accounts associated with the project until which time SCE provides 100% carbon-free electricity for all accounts by default (for all electricity not generated by on-site solar). As of July 9, 2024, SCE notes that "the volume of interest for both the 50% and 100% Green Rate program has exceeded the amount of capacity available from approved Green Rate resources. In the 4th Quarter of 2022, SCE launched a new request for offers for additional generation to support the increasing interest in the Green Rate program. Until new Green Rate resources are contracted, or otherwise ordered, or authorized by the Commission, SCE will maintain a waitlist from customers interested in participating in the Green Rate program. As capacity becomes available, SCE will enroll customers onto the Green Rate on a first-come, first-served basis." Should Green Rate electricity not be available at the time the Project obtains its first certificate of occupancy, the Project Applicant shall sign up for the SCE Green Rate waitlist and remain on the waitlist until Green Rate electricity becomes available, upon which, the Applicant would be required to enroll in SCE's Green Rate program for all electricity associated with the Project not generated by on-site solar.

**PDF-2** The Project shall comply with all state and local requirements for recycling, also including but not limited to, Chapter 8.60 Solid Waste, Recycling, and Litter Prevention and Organic Waste Disposal Reduction in the City's Municipal Code. Additionally, the Project shall:

1. Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Section 18.67.100.
2. Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers will be kept clean, be clearly labeled, and will be co-located next to any other solid waste receptacles. The Project Applicant will ensure sufficient pick up of collection containers to meet the needs of the occupants or customers.
3. The Project shall ensure space for multi-stream collection containers in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The Project shall provide educational material and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling.



4. The Project Applicant shall ensure that all Project occupants and tenants separate recyclables from all other refuse and place recyclables in a separate container designated for recycling through the provision of separate containers.
5. The Project Applicant shall ensure that all containers are audited annually to ensure proper service levels and to check for contamination and report findings back to occupants within 30 days and to the City as requested.
6. The Project Applicant shall work with the Project's waste hauler to provide educational material to tenants at least on an annual basis.
7. The Project Applicant shall provide compliance data to the City as required for any current auditing program.

**PDF-3** The Project shall comply with all state and local requirements for composting and organic waste collection, including, Chapter 8.60 Solid Waste, Recycling, and Litter Prevention and Organic Waste Disposal Reduction in the City's Municipal code. Additionally, the Project shall:

1. Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers shall be kept clean, be clearly labeled, and co-located next to any other solid waste receptacles. The Project Applicant shall ensure sufficient pick up of collection containers to meet the needs of occupants or customers.
2. The Project Applicant shall ensure that the Project includes space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The Project must provide educational material and training to occupants and tenants in how to properly separate organics from all other solid waste and place organics in a separate container designated for organics.
3. The Project Applicant shall ensure that all Project occupants and tenants will separate compostables from all other refuse and place compostables in a separate container designated for composting.
4. The Project Applicant shall ensure containers are audited annually to ensure proper service levels and to check for contamination and report findings back to occupants within 30 days and to the City as requested.
5. The Project Applicant shall work with the Project's waste hauler to provide educational material to tenants at least on an annual basis.
6. The Project Applicant shall provide compliance data to the City as required for any current auditing program.

**PDF-4** The Project will set aside an easement along the southern border of the Project Site to provide future pedestrian and bicycle access to the Los Angeles River, should a future trail be developed. Should a future trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. All pedestrian facilities and connections would be with the City's Mobility Element, CX3 Pedestrian Plan, and any other relevant governing plans.

**PDF-5** The Project shall provide 15 bicycle parking spaces along the front parking lot area, encouraging individual to take alternative modes of transportation.



- PDF-6** The Project shall incorporate shaded canopies with solar panels above the RV storage areas.
- PDF-7** The Project shall incorporate drought-tolerant and native trees and plants around the perimeter of the Project Site, as applicable and feasible.
- PDF-8** The Project shall include the installation of low flow sprinkler heads and drip, automated faucets, and high efficiency toilets, where feasible. Additionally, the Project shall plant native and drought tolerant vegetation with lower demands than required by Model Water Efficient Landscape Ordinance (MWELO).
- PDF-9** The Project shall incorporate green infrastructure such as bioretention areas, bioswales, or vegetated strips, where feasible.

### **3.6 AGENCY APPROVALS**

Implementation of the Project would require permits or other forms of approval from public agencies or other entities prior to construction of the Project.

#### **City of Long Beach**

- **Certification of Final EIR**
- **General Plan Amendment.** To change the Property's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors, and to allow a building height of up to five stories at the Project Site.
- **Zone Change.** Amend Project Site's zoning district from Light Industrial (LI) to Commercial Storage (CS), and add a height overlay of 50 feet (HR-50).
- **Zoning Text Amendment.** To allow the CS zoning district to utilize height overlays.
- **Site Plan Review.** City site plan review for projects with greater than 50,000 sf in floor area.
- **Conditional Use Permit.** Conditionally permit self-storage, RV storage, and car wash uses in the proposed CS zone.
- **Lot Merger/Lot Line Adjustment.** To combine four parcels into a single parcel.

#### **Other Responsible Agencies**

Approvals from the following agencies are anticipated to be required during Project construction:

- California Department of Toxic Substances Control
- Los Angeles County Metropolitan Transportation Authority

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## SECTION 4.0 ENVIRONMENTAL ANALYSIS

### 4.0.1 ENVIRONMENTAL ANALYSIS FORMAT

To facilitate the analysis of each topic presented in Section 4.0, a standard format was developed. This format is presented below, with a brief discussion of the information included within each heading.

#### **Summary of Previous Environmental Documentation**

This section summarizes the impact analysis, mitigation, and conclusions as stated in the MND prepared for the Prior Project, as detailed in Section 2.1, Project Background. For those sections that were addressed in the Court Ruling, a summary of the Court Ruling specific to the environmental topic is provided.

#### **Environmental Setting**

##### ***Existing Conditions***

This section describes the existing environmental conditions related to each topic analyzed. In accordance with Section 15125 of the State CEQA Guidelines, the existing local and regional setting is discussed as they existed when the NOP was circulated on June 7, 2023, except as discussed in Section 2.0, Introduction, and Section 3.0, Project Description. This section provides the baseline conditions with which environmental changes associated with the Project would be compared and analyzed.

##### ***Regulatory Setting***

This section includes a summary of the existing federal, state, regional, county, and/or local laws, regulations, and ordinances that relate to the environmental topic being analyzed. These are summarized to provide background information and to establish the regulatory setting under which the construction and operation of the Project would occur.

#### **Project Impact Analysis**

##### ***Thresholds of Significance***

Section 15126.2 of the State CEQA Guidelines requires an EIR to “identify and focus on the significant environmental effects of the proposed project.” “Effects” and “impacts” mean the same under CEQA and are used interchangeably in this EIR. A “significant effect” or “significant impact” on the environment is “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (Section 15382 of the State CEQA Guidelines).

In determining whether an impact is “significant,” Section 15064.7 of the State CEQA Guidelines encourages each public agency to develop and publish thresholds of significance to use in determining the significance of an environmental impact. These thresholds may consist of identifiable quantitative, qualitative, or performance-level criteria used to determine non-compliance or compliance. Non-compliance means the effect would be significant, and compliance with the thresholds means the effect normally would be less than significant.

Like most municipalities, the City of Long Beach has not adopted thresholds of significance for every resource area but has adopted local thresholds for areas such as traffic. Nonetheless, a

majority of the significance criteria used in the analysis in Section 4.0 of this EIR are derived from Appendix G of the State CEQA Guidelines. In addition, City policies and standards (such as the City's noise ordinance), as well as thresholds adopted by other public agencies with jurisdiction over select issues, are used as thresholds of significance, where applicable. For example, the South Coast Air Quality Management District publishes numerical thresholds for criteria pollutant emissions. Also, accepted technical and scientific data are used in some instances to determine if an impact would be considered significant. These thresholds are identified under each environmental topic and have been used in analyzing the potential impacts of the Project.

### ***Methodology***

The Methodology section identifies key sources of information and how the analysis was conducted. This includes details regarding outreach, site surveys, data collection, and data analysis.

### ***Standard Requirements***

This section identifies all applicable requirements based on federal, State, or local laws, rules, or commonly accepted guidelines.

### ***Impact Analysis***

The analysis of environmental impacts presented in this Draft EIR identifies direct and indirect, as well as short-term and long-term, environmental impacts of the Project. The thresholds of significance (discussed above) provide the basis for distinguishing between impacts that are determined to be significant (i.e., impact exceeds the threshold of significance) and those that are considered less than significant. The analysis is structured to address each threshold, while considering any residual impact after compliance with any applicable regulations pertinent to that topic. If there would be a potentially significant environmental impact after regulatory compliance, feasible mitigation measure(s) are identified to reduce or avoid the identified impact. A significance finding is then made for each threshold after implementation of mitigation.

Where the impact analysis demonstrates that a potential environmental effect is too speculative or subjective for evaluation, or that the effect is beneficial, that conclusion is noted. Where the impact analysis demonstrates that a potential environmental effect could have a substantial or potentially substantial and adverse impact on existing physical conditions within the City, that conclusion is noted and followed by a discussion of how the proposed mitigation would address the potential impact.

### **Mitigation Measures**

The mitigation measures (MMs) for each topic have been developed, when necessary, to reduce or avoid significant adverse environmental impacts after incorporation of relevant regulations.

### **Significance After Mitigation**

This section identifies the level of significance of the identified impacts after implementation of the required mitigation measures, where applicable. Significant and unavoidable impacts are those adverse effects that either cannot be mitigated or that remain significant even after mitigation.

## **Cumulative Impacts**

While the extent of environmental changes that would occur with individual projects that are proposed, planned, or under construction in the City or region may not be significant, the sum of the impacts of these cumulative projects and the Project may be cumulatively considerable, as defined in Section 15065(c) of the State CEQA Guidelines. A discussion of the anticipated environmental changes resulting from the cumulative projects and the proposed development on a cumulative level, are addressed in each topical analysis presented in Section 4.0 of this Draft EIR, which contains a more detailed discussion of the cumulative impact analysis methodology for each environmental topic.

## **References**

Documents and other sources that have been used in the preparation of each topical analysis are identified in this section.

### **4.0.2 CUMULATIVE IMPACTS**

Approved and pending projects within approximately one mile of the Project Site are listed in Table 4-1, Cumulative Projects List. It should be noted that, while the projects listed in Table 4-1, Cumulative Projects List, have been considered in the analysis, not all related projects would contribute to significant cumulative impacts for each topical area. The cumulative impact analyses in each topical area provides an evaluation of the cumulative projects that would contribute to that particular environmental topic's cumulative impacts. Some impacts are site-specific and would not compound the impacts associated with the Project. Additionally, in certain cases, short-term impacts would not contribute to cumulative impacts because the construction of the cumulative projects and the development of the Project would not occur within the same period of time or in proximity to each other.

**TABLE 4-1  
CUMULATIVE PROJECTS LIST**

<b>Application Number</b>	<b>Address</b>	<b>Project Description</b>	<b>Status</b>
2003-024	712 Baker Street	Site plan review, vesting tentative tract map (condominium purposes), zone change to PD-15 from CS and a development agreement for a housing project consisting of 226 attached and detached dwelling units with a 5% affordable housing component.	Approved
2004-024	3450 Long Beach Boulevard	3-story, 15,200 sf office building with 76 parking stalls, lot merger for 3 parcels, master sign program for new development in CCA zoning district.	Approved
2019-01	4101 Long Beach Boulevard	Construction of a new 2-story 12,656 sf fire station #9 with 3 drive through apparatus bays. Site improvements include concrete paving, site lighting, trash enclosure, transformers, landscaping, fencing, and gates.	Approved
2203-26	4000 Via Oro	Construction of a 525,280 sf warehouse and distribution facility located within the West Long Beach Business Parks Planned Development PD-26.	Under Review
2207-18	3061 Long Beach Boulevard	New 26-room, 3-story boutique hotel in the SP-1 CDR District	Under Review
2304-16	3901 Via Oro	Demolition of an existing 53,488-square foot office building, and construction of a new 74,023-square foot warehouse building to include a 5,350-square foot office mezzanine and related parking and landscaping improvements on the 3.15 acre site.	Under Review
Source: Long Beach 2023.			

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## **4.1 AESTHETICS**

This section discusses the existing aesthetics setting of the Project Site and assesses the Project's potential impacts related to aesthetics.

### **4.1.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Visual Resources and Aesthetics analysis for the MND for the Prior Project, determined that implementation of the Prior Project would have less than significant impacts related to aesthetics.

Due to the limited height of the proposed structures and the setbacks from public viewpoints, the MND determined that the proposed self-storage building would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405.

According to the MND, the Project Site was not located near a State scenic highway, nor did the Project Site include historic buildings or rock outcroppings. The nearest designated highway to the Site was State Route 91 (SR-91) approximately 21 miles to the east (Caltrans 2024). Due to this distance, it was determined that Prior Project development would not damage scenic resources in a State scenic highway.

According to the MND, the Prior Project would have replaced the dilapidated remains of the driving range, and undeveloped, partially vegetated land, with a self-storage facility, RV storage, and a warehouse building.<sup>1</sup> The Prior Project included landscaping throughout the Project Site and around a large portion of the Project Site's perimeter. As such, it was determined that the visual quality of the Prior Project would be an improvement compared to existing conditions.

Furthermore, the MND found that the Project Site was in an urbanized area with existing vehicle lights, streetlights, billboard lights, and exterior building lights. Thus, it was determined that the Prior Project's proposed lighting would not result in a substantial increase in lighting in the area and would not have adversely affected nighttime views.

#### ***MND Mitigation Measures***

The MND concluded that the Prior Project would result in less than significant impacts related to aesthetics. As such, no mitigation measures were adopted as part of the MND.

### **4.1.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The Project Site exists as a vacant site. The Project Site is located at the northern end of North Pacific Place immediately north of the I-405. The Project Site consists of 14.20 acres and is currently undeveloped. Prior to the Surcharge Activities, the Project Site contained disturbed vegetation consisting of mostly non-native grasses and shrubs, ornamental vegetation, and native southern tarplant. Following completion of the Surcharge Activities, the Surcharge Pile is approximately 18 feet tall and currently occupies approximately 60,000 square feet of the Project Site and covers the footprint of the proposed self-storage building. The elevation of the top of this soil is at approximately 74 feet amsl. As previously discussed in Section 3.4.1, in order to fully

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<sup>1</sup> Development of the adjacent parcel, referred to in the MND as the McDonald Parcel, is no longer proposed for development at this time, with a warehouse or anything else, and this EIR only covers development of the self-storage and RV storage Project at 3701 North Pacific Place.

analyze Project impacts, some portions of the CEQA review for the Project, including this discussion on Aesthetics, will consider the condition of the Project Site prior to the Surcharge Activities.

## **B. Regulatory Framework**

### **State**

#### ***California Department of Transportation State Scenic Highway Program***

The California Scenic Highway Program, created in 1963 by the California legislature, is managed by Caltrans. The goal of the program is to preserve and protect scenic highway corridors from changes that would negatively impact the aesthetic quality of lands that are adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, roadway, or other public right-of-way that passes through an area of valuable scenic quality. Qualification for designation as a State Scenic Highway is based on vividness, intactness, and unity. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated.

The nearest officially designated State Scenic Highway is State Route (SR) 91 (Riverside Freeway), located approximately 21 miles to the east (Caltrans 2024).

### **Local**

#### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City (City of Long Beach 2024). The City's General Plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. By law, the City's General Plan must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. The City's General Plan Circulation element is referred to as the Mobility element, its Open Space element is coupled with recreational goals and policies in its Open Space and Recreation element, and its Safety element is divided into two elements: the Public Safety and Seismic Safety elements. The City has also elected to include Air Quality, Historic Preservation, Local Coastal Program, and Urban Design elements.

The City's Conservation, Open Space and Recreation, and Urban Design elements identify the City of Long Beach's natural resources, including aesthetics and visual resources and policies for their preservation, development, and wise use. The Open Space and Recreation Element identifies views of nature centers, beaches, bluffs, coastline, wetlands and water bodies as scenic areas within the City (City of Long Beach 2002). Additionally, the General Plan's Urban Design Element identifies the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay as significant natural features within the City. The Urban Design Element also identifies the following important vistas within the City: views along Alamitos Avenue, south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains; from the City of Signal Hill out and over Long Beach. Applicable goals and recommendations from the Conservation, Open Space and Recreation, and Urban Design



elements that are related to aesthetics and applicable to the Project are provided in Table 4.10-1 in Section 4.10, Land Use and Planning, with a Project consistency analysis.

### 4.1.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant aesthetics impact if it would:

**Threshold 4.1a**      *Would the project have a substantial adverse effect on a scenic vista.*

**Threshold 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.*

**Threshold 4.1c**      *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.*

**Threshold 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.*

#### B. Methodology

The aesthetics analysis in this section is based on a variety of data sources including field reconnaissance, site photographs, and evaluation of the Project in the context of surrounding existing land uses. Additionally, the Project's potential effects were evaluated using the Project's site plan, renderings, elevations, and other plans, as applicable.

The locations of designated state scenic highways were determined based on a review of a list maintained by Caltrans. Given the urbanized nature of the Project Site and its surroundings, the Project was evaluated for potential conflicts with applicable Zoning provisions and other regulations governing aesthetics.

#### C. Standard Requirements

No standard requirements would apply to this Project related to aesthetics.

#### D. Impact Analysis

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

A scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A substantial adverse effect to a scenic vista is one that degrades the view from a designated viewing location.

According to the Open Space Element of the City of Long Beach General Plan, views of nature centers, beaches, bluff, wetlands, and water bodies within the City would be considered scenic vistas. Additionally, as discussed previously, the General Plan's Urban Design Element identifies the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay as

significant natural features within the City. Views of these resources would therefore be considered scenic vistas. Additionally, the Urban Design Element identifies the following important vistas within the City: views along Alamitos Avenue, south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains; from the City of Signal Hill out and over Long Beach (City of Long Beach 2002). As such, these viewsheds would also be considered scenic vistas.

Views from the Project Site include views of the San Gabriel Mountains to the north, the Santa Ana Mountains to the east, and the Palos Verdes Hills to the west. Additionally, the Los Angeles River channel is visible to the west. The Project Site is private, vacant land; thus, Project development would not eliminate any publicly available viewsheds within the Project Site.

Publicly available vistas near the Project Site include views of the San Gabriel Mountains to the north and the Santa Ana Mountains to the east from the I-405 and I-710 freeways and from the Los Angeles River bike path. Project development would alter public viewsheds from I-405 to the south and the Metro A Line to the east. The proposed self-storage building would be approximately 44 feet high and set back approximately 129 feet from the transition lane from the northbound I-405 to the northbound I-710; the I-405 travel lanes are approximately 195 feet from the proposed building. Because of the significant distance between the Project Site and the surrounding freeways, and because the freeway views are at a higher elevation than the Project Site, the proposed self-storage building would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405. Elevated freeway structures west of the Project Site already block vistas of the Palos Verdes Hills to the southwest from the Metro A Line tracks east of the Project Site, and therefore the Project would not impact these vistas. Views of the San Gabriel Mountains from nearby residential neighborhoods, Los Cerritos Elementary School, and Los Cerritos Park to the west of the Project Site would likewise not be impacted by the self-storage building as the aforementioned locations are at a higher elevation than the Project Site.

Under existing conditions, views of the LA River are limited to views from the existing public bike path along the LA River, which would not be impacted by Project implementation. Views of the River are limited from public viewpoints in the residential neighborhoods, Los Cerritos Elementary School, and Los Cerritos Park to the west of the Project Site due to their distance (approximately 1000ft to 1500ft) from the River and intervening features including the Metro A Line tracks.

Thus, development of the proposed self-storage building and RV storage would not block views of the Palos Verdes Hills or San Gabriel Mountains. As such, Project development would not detract from scenic vistas, and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Scenic Vistas: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified no impact related to scenic vistas.

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**Threshold 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?***

Based on a review of the Caltrans Scenic Highway Mapping System, the Project Site is not near a designated or eligible State scenic highway (Caltrans 2024). The nearest designated State scenic highway is SR-91 (Riverside Freeway), located approximately 21 miles to the east. Due to intervening topography and development in the area, the Project Site is not visible from SR-91. Furthermore, the Project would not remove any rock outcroppings or historic buildings. Existing trees and other vegetation within the Project Site would be removed; however, these trees are not within or visible from a state scenic highway. Therefore, the Project would have no impact related to scenic resources within a State scenic highway, no significant impacts would occur.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Scenic Resources: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

**Threshold 4.1c**      ***In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from 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?***

As the Project Site is located in the City of Long Beach, an incorporated City with a population greater than 100,000 persons, the Project Site is located in an urbanized area pursuant to Section 21071 of the CEQA Guidelines, and is surrounded by residential, school, and park land uses as well as transportation facilities. Given that the Project Site is located in an urbanized area, the analysis for this threshold focuses on whether the Project would conflict with applicable zoning and other regulations governing scenic quality; however, an analysis of the anticipated visual changes is also provided for context and information purposes.

The Project Site has a General Plan land use designation (PlaceType) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The Project is proposing a General Plan Amendment that would change the Project Site's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors and the allowable building height from 40' to up to five stories at the Project Site. The Community Commercial Centers and Corridors PlaceType land use designation allows for commercial and office uses that serve the community-based needs for goods and services based on a floor area (FAR) ratio between 2.00 to 4.00 (City of Long Beach 2019). The Project's proposed four-story self-storage building would be consistent with the PlaceType designation with a General Plan Amendment from Neo-Industrial to Community Commercial Centers and Corridors.

The Community Commercial PlaceType is appropriate for sites that will "serve [the City's] auto-oriented need for goods and services, promotes commerce and provide local jobs...Customers

of businesses located in the Community Commercial PlaceType will generally arrive by car and expect to find convenient parking.” (City of Long Beach 2019) Further, properties in the Community Commercial PlaceType must have visual and noise buffers, and act as a transition in scale between auto-oriented corridors and adjacent residential neighborhoods. (General Plan Land Use Element, p. 89.) The Project is consistent with these criteria for the Community Commercial PlaceType as it is an auto-oriented use that will provide self-storage and RV storage for residents in the vicinity needing those services. Further, the Property is naturally buffered from residential and public facilities uses to the east by the 405 Freeway to the south and the Metro right-of-way and Del Mar Avenue to the west, and the proposed 5 story limit will help buffer the Los Cerritos neighborhood from the Industrial PlaceType properties to the west, some of which permit up to 60 feet in height.

The Project Site has a Zoning designation of IL. As detailed in Chapter 21.33.060 of the City’s Municipal Code, IL zoned development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft. Under current zoning, the proposed 44 ft building would be allowed; however, the proposed Project is requesting a zone change to Commercial Storage (CS). CS allows for a maximum height of 28 ft.

The Project’s proposed entitlements include a General Plan amendment allowing up to 5 stories at the Project Site, a Zone change to add a Height Overlay of 50’, and a Zone text amendment allowing height overlays in the proposed CS zoning for the Project Site. The Project’s proposed 44’-tall self-storage building would be consistent with these height allowances. The Project would thus be consistent with the proposed General Plan and zoning designations for the Project Site.

During the City’s design review process, the Project has been reviewed to ensure compliance with other applicable regulations related to scenic quality, including maximum building heights. More information related to Project consistency with plans, policies, and regulations is provided in Section 4.10, Land Use and Planning. Given that the Project would not conflict with applicable zoning and other regulations governing scenic quality, the Project would result in less than significant impacts related to this threshold, and no mitigation measures are either required or recommended.

The following analysis of views from the Project Site has been prepared for informational purposes:

### **Views from the Project Site**

**Exhibit 4.1-1a, Photo Locations**, shows the approximate locations and directions in which the photos discussed below, and provided in Exhibit 4.1-1b through d, Existing Views from the Project Site, were taken.

**Exhibit 4.1-1b, Photos 1 and 2**, are views of the Project Site prior to the Surcharge Activities. Photo 1 is from the southern portion of the Project Site looking west, which shows some vertical supports remaining from the driving range; trees in the former driving range parking lot are shown in the left part of the photo. At Project completion the vantage point of Photo 1 would be near the southwest corner of the proposed self-storage building; looking west toward the southwest part of the proposed RV storage spaces. Photo 2 is from the southern portion of the Project Site looking north, which shows vegetated and bare land with remains of driving range netting in the background. At Project completion, the view in Photo 2 would consist of the west part of the proposed self-storage building on the right; the balance of the view would be of the RV storage spaces (surface in foreground and covered in background).





## Photo Locations

### Pacific Place Project



0 100 200  
Feet

## Exhibit 4.1-1a







Photo 1 - Taken from the southern portion of the Project site looking west.



Photo 2 - Taken from the southern portion of the Project site looking north.

## Existing Views from the Project Site

*Pacific Place Project*

Exhibit 4.1-1b



**Exhibit 4.1-1c, Photos 3 and 4**, are views of the Project Site prior to the Surcharge Activities. Photo 3 is from the western portion of the Project Site looking northeast, which shows vegetated and bare land with remains of driving range netting in the background. Photo 4 is from the western portion of the Project Site looking southeast, which shows trees along the east boundaries of the Project Site; netting remaining from the former driving range is visible in front of the trees. At Project completion, the view in Photo 3 would be of covered RV storage spaces on the left and center, with surface RV storage spaces on the right. At Project completion much of the view in Photo 4 would be of RV storage spaces (surface spaces in the foreground and covered spaces behind).

**Exhibit 4.1-1d, Photos 5 and 6**, are views of the Project Site prior to the Surcharge Activities. Photo 5, from the northeast part of the Project Site looking southeast, shows vegetation on the right and the Metro A Line tracks next to the east site boundary to the left. Photo 6, from the northeast part of the Project Site looking west, shows vegetation onsite in the foreground and the Los Angeles River channel beyond the west site boundary in the background. At Project completion the view in Photo 5 would consist of covered RV storage spaces in the left and center, and surface RV storage spaces on the right. At completion the view in Photo 6 would consist of surface RV storage spaces in the foreground and covered RV storage spaces in the background. RVs in the covered storage spaces, at capacity, would block views of the Los Angeles River channel to the west.

### **Views from Del Mar Avenue**

**Exhibit 4.1-2a, Photo Location**, shows the approximate location and direction in which the photos discussed below, and provided in Exhibit 4.1-2b, Existing and Future Views of the Project Site, were taken.

**Exhibit 4.1-2b, Photo 1**, represents views from Del Mar Avenue in the vicinity of Los Cerritos Elementary School looking southwest onto the Project Site. Photo 1 shows Project baseline conditions as detailed in Section 2.0, Introduction, and discussed above. This view shows the Project Site prior to any earth disturbance related to the Surcharge Activities and is characterized with offsite vegetation and mature trees in the foreground, offsite Metrolink tracks, and on-site remnants of a dilapidated driving range.

**Exhibit 4.1-2b, Photo 2**, represents current views from Del Mar Avenue in the vicinity of Los Cerritos Elementary School looking southwest onto the Project Site. Photo 2 depicts the viewshed with the Surcharge Pile that was generated between August 2020 and January 2021.

**Exhibit 4.1-2b, Photo 3**, is a conceptual rendering of the proposed Project. The on-site self-storage building and off-site dilapidated driving range are visible in the background.

As discussed, Project grading and site preparation activities removed the dilapidated remains of the driving range and undeveloped, partially vegetated land that comprised the Project's 2020 baseline; a new self-storage facility and RV storage would be built on the Project Site. The Project would include landscaping around the perimeter of the Project Site and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project Site.

The visual quality of the Project would be an improvement compared to existing conditions. Impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.





Photo 3 - Taken from the west part of the Project site looking northeast.



Photo 4 - Taken from the western portion of the Project site looking southeast.

## Existing Views from the Project Site

*Pacific Place Project*

Exhibit 4.1-1c







Photo 5 - Taken from the northeast part of the Project site looking southeast.



Photo 6 - Taken from the northeast part of the Project site looking west.

## Existing Views from the Project Site

*Pacific Place Project*

Exhibit 4.1-1d







## Photo Location

### Pacific Place Project



0 100 200  
Feet

## Exhibit 4.1-2a







Photo 1 - Project baseline conditions as detailed in Section 2.0, Introduction.



Photo 2 - Same viewshed, but with the on-site surcharge pile that was generated between August 2020 and January 2021.



Photo 3 - Rendering of the proposed Project.

## Existing and Future Views of the Project Site

*Pacific Place Project*

Exhibit 4.1-2b



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### **Level of Significance After Mitigation**

Visual Quality: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

#### **Threshold 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?***

The exterior of the proposed self-storage building would be translucent glass that would minimize the potential for glare by diffusing light uniformly. The exteriors of the RV wash would be constructed of materials with low reflectance values, such as textured concrete, and would include limited glass elements. The Project would involve installation of security lighting including parking lot lighting over the surface RV storage spaces and exterior building lighting on the self-storage building. The Project Site is in an urbanized area with vehicle lights, streetlights, billboard lights, and exterior building lights. Thus, lighting that would be installed by the Project would not be a substantial increase in lighting in the area and would not adversely affect nighttime views. Impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Light and Glare: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

#### **4.1.4 CUMULATIVE IMPACTS**

As described above, the Project would not result in significant adverse impacts related to scenic vistas, and the Project would not damage scenic resources. Furthermore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. The Project removed on-site vegetation that was part of the baseline condition. However, the Project includes replacement landscaping plantings throughout the development. The Project is in an urbanized area with vehicle lights, streetlights, billboard lights, and exterior building lights and thus, lighting that would be installed by the Project would not be a substantial increase in lighting in the area. Furthermore, the Project would not result in substantial glare-related affects.

Projects considered in the cumulative impact analysis consist of six projects within the City. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. The 712 Baker Street residential project is the only cumulative project in close enough proximity to the Project to potentially contribute to a cumulative aesthetic impact. The Project could be constructed within the same timeframe as the 712 Baker Street project, which would result in ongoing views of construction at two different sites for viewers from public vantage points. However, these views of active construction sites from public and private vantages would not constitute a significant cumulative impact pursuant to CEQA given neither project would substantially adversely affect scenic vistas; neither project would substantially damage scenic resources; and neither project would conflict with applicable zoning and other regulations governing scenic quality. In addition, views of active construction sites are

a temporary condition. Both projects would result in the addition of lighting, which would collectively result in an incremental increase in outdoor lighting in the area surrounding the Project Site. These projects would also include the addition of windows that may result in minor glare-related impacts similar to other commercial and residential developments. No substantial cumulative impacts would occur regarding lighting would occur since any outdoor lighting added as part of either project would be subject to lighting regulations in the City's Municipal Code.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project's contribution of cumulative impacts related to aesthetics would not be significant because Project impacts are less than significant and do not require the implementation of mitigation measures. Therefore, the Project's contribution would not be cumulatively considerable and would therefore not contribute to a significant cumulative impact or require mitigation.

#### 4.1.5 REFERENCES

California Department of Transportation (Caltrans). 2024 (May 23, date accessed). California State Scenic Highway System Map. Sacramento, CA: Caltrans. <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

Long Beach, City of. 2024 (May 23, date accessed). General Plan. Long Beach, CA: City of. <https://www.longbeach.gov/lbcd/planning/advance/general-plan/>.

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## **4.2 AIR QUALITY**

This section discusses the existing air quality setting of the Project Site and assesses the Project's potential impacts related to air quality. This section is based on the Air Quality and Greenhouse Gas Emissions Report, prepared by Psomas, dated July 2024 (Psomas 2024a), which is included as Appendix C-1, the Health Risk Assessment for the Pacific Place Project, City of Long Beach, California, dated July 2024 (Psomas 2024b) which is included as Appendix C-2, and the Project's Air Quality and Greenhouse Gas Emissions Calculations (Psomas 2024d) included as Appendix C-3.

### **4.2.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

Project emissions were estimated in the MND using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2016).

The Air Quality analysis for the MND for the Prior Project determined that implementation of the Prior Project would not conflict with or obstruct implementation of an air quality plan.

The analysis within the MND determined that the Prior Project has the potential to result in a cumulatively considerable net increase of a criteria pollutant related to regional construction emissions during the self-storage component of the Prior Project. However, with implementation of mitigation, potential impacts related to air quality would be reduced to less than significant levels.

Additionally, the MND found that the Prior Project's impacts related to the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Further, it was determined that the Prior Project would not have resulted in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

#### ***MND Mitigation Measures***

The MND required implementation of the following mitigation measure regarding air quality to reduce potential impacts associated with implementation of the Prior Project to less than significant levels.

**MM AIR-1** For the Artesia parcels, prior to the issuance of each grading permit, the City or its designee shall provide construction plans and specifications demonstrating that, onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. Tier 4 compliant engines can also be used, which would further reduce emissions, but are not required.

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND. The mitigation identified in the Air Quality analysis from the MND has been amended to require more stringent standards on construction equipment.

Additionally, the Court Ruling found that the MND's analysis was insufficient regarding the 134 trucks trips associated with the previously proposed warehouse development on the McDonald Trust Parcels. Specifically, the Court Ruling found that the MND did not detail how many of the

134 trucks might be refrigerated trucks and therefore did not adequately analyze how air quality might be impacted if the trucks were refrigerated. As noted in Section 2, Introduction, of this DEIR, the Project evaluated in this EIR does not include any proposed development on the McDonald Trust Parcels because the owner of the McDonald Trust Parcels notified the City that no development is planned at that property nor is any development application pending. Accordingly, this EIR does not analyze truck trips for that prior proposed development, nor does it address the defects with that analysis identified by the Court Ruling.

## **4.2.2 ENVIRONMENTAL SETTING**

### **A. Existing Conditions**

#### **Climate and Meteorology**

The Project Site is located in the Los Angeles portion of the South Coast Air Basin (SoCAB), and, for air quality regulation and permitting, is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB is a 6,600-square-mile area bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The SoCAB includes all of Orange County, the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and the San Geronimo Pass area of Riverside County. (Psomas 2024a)

The SoCAB's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive semi-arid climate, which is characterized by moderate temperatures, oceanic influence, and precipitation that is limited to a few storms during the winter (i.e., November through April). The SoCAB has light winds and poor vertical mixing compared to other large urban areas in the United States. Dominant airflows provide the driving mechanism for the transport and dispersion of air pollution in the SoCAB. The mountains surrounding the SoCAB form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains, where the combination of mountains and inversion layers generally prevents further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between daytime and nighttime flows. The Basin also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events. As measured at the SCAQMD Long Beach Airport meteorological station, the primary wind direction near the Project Site is from the south and south-southwest during the day and from the northwest and north-northwest at night. Data acquired from the Western Regional Climate Center (WRCC) indicates that the City of Long Beach experiences cool winters (an average high of 67.0 °Fahrenheit and an average low of 45.3 °Fahrenheit in December) and warm, dry summers (an average high of 83.9 °Fahrenheit and an average low of 64.9 °Fahrenheit in August). Average rainfall is 12.01 inches, mainly falling during the winter months (January, February, and March). (Psomas 2024a)

The combination of poor dispersion and abundant sunshine, which drives the photochemical reactions that form pollutants (such as ozone [O<sub>3</sub>]), provides conditions especially favorable to the formation of smog. The unfavorable combination of meteorology, topography, and emissions from the nation's second largest urban area results in the SoCAB having some of the worst air quality in the United States. (Psomas 2024a)



## **Air Pollutants**

### ***Criteria Pollutants***

Air quality regulations were first promulgated with the Federal Clean Air Act (CAA) of 1970. Air quality is defined by ambient air concentrations of seven “criteria air pollutants,” which are a group of common air pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect to the health and welfare of the general public. Federal and State governments regulate criteria air pollutants by using ambient standards based on criteria regarding the health and/or environmental effects of each pollutant. The seven “criteria” air pollutants defined by the USEPA are ozone (O<sub>3</sub>); carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide (SO<sub>2</sub>); respirable particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), and fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>), and lead. A description of each criteria air pollutant, including source types and health effects, is provided below. (Psomas 2024a)

#### **Nitrogen Dioxide**

Nitrogen gas, normally relatively inert (nonreactive), comprises approximately 78 percent of the air (UCAR 2024). At high temperatures (e.g., in a combustion process) and under certain other conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitrogen oxides (NO<sub>x</sub>). Nitric oxide (NO), NO<sub>2</sub>, and nitrous oxide (N<sub>2</sub>O) are important constituents of NO<sub>x</sub>. NO is converted to NO<sub>2</sub> in the atmosphere. Motor vehicle emissions are the main source of NO<sub>x</sub> in urban areas. (Psomas 2024a)

NO<sub>2</sub> is a red-brown pungent gas and is toxic to various animals and to humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membranes, and skin. In animals, long-term exposure to NO<sub>2</sub> increases susceptibility to respiratory infections, lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations of NO<sub>2</sub> can suffer lung irritation and, potentially, lung damage. Epidemiological studies have also shown associations between NO<sub>2</sub> concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions. (Psomas 2024a)

While the National Ambient Air Quality Standards (NAAQS) only address NO<sub>2</sub>, NO and NO<sub>2</sub> are both precursors in the formation of O<sub>3</sub> and PM<sub>2.5</sub>, as discussed below. Because of this, and the fact that NO emissions largely convert to NO<sub>2</sub>, NO<sub>x</sub> emissions are typically examined when assessing potential air quality impacts. NO<sub>2</sub> levels in the SoCAB are in attainment with the State and federal 1--hour and annual standards. (Psomas 2024a)

#### **Ozone**

O<sub>3</sub> is a secondary pollutant, meaning that it is not directly emitted. It is a gas that is formed when volatile organic compounds (VOCs) (also referred to as reactive organic gases) and NO<sub>x</sub> undergo photochemical reactions that occur only in the presence of sunlight (USEPA 2023a). The primary source of VOC emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust. NO<sub>x</sub> forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O<sub>3</sub> to form;<sup>1</sup> as a result, ozone is known as a summertime air pollutant. Ground-level O<sub>3</sub> is the primary constituent of smog. Because O<sub>3</sub> formation occurs over extended periods of time, and both O<sub>3</sub> and its

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<sup>1</sup> Ground-level O<sub>3</sub> is not to be confused with atmospheric O<sub>3</sub> or the “ozone layer”, which occurs very high in the atmosphere and shields the planet from some ultraviolet rays.

precursors are transported by wind, high O<sub>3</sub> concentrations can occur in areas well away from sources of its constituent pollutants. (Psomas 2024a)

People with lung disease, children, older adults, and people who are active can be affected when O<sub>3</sub> levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O<sub>3</sub> exposure to a variety of problems, including:

- Lung irritation that can cause inflammation;
- Wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities;
- Permanent lung damage to those with repeated exposure to O<sub>3</sub> pollution; and
- Aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis. (Psomas 2024a)

Ground-level O<sub>3</sub> can have detrimental effects on plants and ecosystems. These effects include:

- Interfering with the ability of sensitive plants to produce and store food, making them more susceptible to certain diseases, insects, other pollutants, competition, and harsh weather;
- Damaging the leaves of trees and other plants; and
- Reducing crop yields and forest growth, potentially impacting species diversity in ecosystems. (Psomas 2024a)

O<sub>3</sub> levels in the SoCAB are not in attainment with the State and federal 1-hour and 8-hour standards. (Psomas 2024a)

### Particulate Matter

Particulate matter includes both aerosols and solid particles of a wide range of size and composition. Of particular concern are PM<sub>10</sub> and PM<sub>2.5</sub>. Particulate matter size refers to the aerodynamic diameter of the particle. Smaller particles are of greater concern because they can penetrate deeper into the lungs than large particles. (Psomas 2024a)

PM<sub>10</sub> is generally emitted directly as a result of mechanical processes that crush or grind larger particles or from the resuspension of dust, most typically through construction activities and vehicular travel. PM<sub>10</sub> generally settles out of the atmosphere rapidly and is not readily transported over large distances. (Psomas 2024a)

PM<sub>2.5</sub> is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO<sub>x</sub>, sulfur oxides (SO<sub>x</sub>), and VOCs. PM<sub>2.5</sub> can remain suspended in the atmosphere for days and/or weeks and can be transported long distances. (Psomas 2024a)

The principal health effects of airborne particulate matter are on the respiratory system. Short term- exposure to high PM<sub>2.5</sub> and PM<sub>10</sub> levels are associated with premature mortality and increased hospital admissions and emergency room visits; a decline in respiratory function is also associated with short-term exposure to high PM<sub>10</sub> levels. Long-term exposure to high PM<sub>2.5</sub> levels is associated with premature mortality and development of chronic respiratory disease. According to the USEPA, some people are much more sensitive than others to breathing PM<sub>10</sub> and PM<sub>2.5</sub>. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub>. Other

groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths. (Psomas 2024a)

Particulate matter tends to occur primarily in the form of fugitive dust. This dust appears to be generated by both local sources and by region-wide dust during moderate- to high-wind episodes. These regional episodes tend to be multidistrict and sometimes interstate in scope. The principal sources of dust in urban areas are from grading, construction, disturbed areas of soil, and dust entrained by vehicles on roadways. PM<sub>10</sub> levels in the SoCAB are in compliance with federal 24-hour standards; nevertheless, PM<sub>10</sub> levels in the SoCAB are not in attainment with State 24-hour standards. In addition, PM<sub>2.5</sub> levels in the SoCAB are not in attainment with State and federal 24-hour and annual standards. (Psomas 2024a)

### Carbon Monoxide

CO is a colorless and odorless gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease, and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high CO concentrations are typically found near crowded intersections; along heavily used roadways carrying slow moving traffic; and at or near ground level. Even under the most severe meteorological and traffic conditions, concentrations of CO are limited to locations within a relatively short distance (i.e., up to 600 feet or 185 meters) of heavily traveled roadways. Overall, CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the SoCAB are in attainment with the State and federal 1-hour and 8-hour standards. (Psomas 2024a)

### Sulfur Dioxide

SO<sub>x</sub> is a class of compounds of which SO<sub>2</sub> and sulfur trioxide (SO<sub>3</sub>) are of greatest importance. Ninety-five percent of pollution-related SO<sub>x</sub> emissions are in the form of SO<sub>2</sub>. SO<sub>x</sub> emissions are typically examined when assessing potential air quality impacts of SO<sub>2</sub>. The primary contributor of SO<sub>x</sub> emissions is fossil fuel combustion for generating electric power. Industrial processes, such as nonferrous metal smelting, also contribute to SO<sub>x</sub> emissions. SO<sub>x</sub> are also formed during combustion of motor fuels; however, most of the sulfur has been removed from fuels, greatly reducing SO<sub>x</sub> emissions from vehicles. (Psomas 2024a)

SO<sub>2</sub> combines easily with water vapor, forming aerosols of sulfurous acid (H<sub>2</sub>SO<sub>3</sub>), a colorless, mildly corrosive liquid. This liquid may then combine with oxygen in the air, forming the even more irritating and corrosive sulfuric acid (H<sub>2</sub>SO<sub>4</sub>). Peak levels of SO<sub>2</sub> in the air can cause temporary breathing difficulty for people with asthma who are active outdoors. Longer-term exposures to high levels of SO<sub>2</sub> gas and particles cause respiratory illness and aggravate existing heart disease. SO<sub>2</sub> reacts with other chemicals in the air to form tiny sulfate particles that are measured as PM<sub>2.5</sub>. SO<sub>2</sub> levels in the SoCAB are in attainment with State and federal 1-hour and 24-hour standards. (Psomas 2024a)

### Lead

Lead is a stable compound, which persists and accumulates both in the environment and in animals. In humans, it affects the body's blood-forming (or hematopoietic), nervous, and renal systems. In addition, lead has been shown to affect the normal functions of the reproductive,

endocrine, hepatic, cardiovascular, immunological, and gastrointestinal systems, although there is significant individual variability in response to lead exposure. Since 1975, lead emissions have been in decline due, in part, to the introduction of catalyst-equipped vehicles and the decline in the production of leaded gasoline. In general, an analysis of lead is limited to projects that emit significant quantities of the pollutant (i.e., lead smelters) and are not applied to transportation sources of emissions. Lead levels in the Los Angeles County portion of the SoCAB are not in attainment with federal 3-month rolling average standards. (Psomas 2024a)

### **Toxic Air Contaminants**

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including motor vehicles, gasoline stations, dry cleaners, industrial operations, painting operations, and research and teaching facilities. (Psomas 2024a)

TACs are different than the “criteria” pollutants previously discussed in that ambient air quality standards have not been established for them. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. (Psomas 2024a)

Diesel engines emit a complex mixture of air pollutants composed of gaseous and solid material. The solid emissions in diesel exhaust are known as diesel particulate matter (DPM). In 1998, California identified DPM as a TAC based on its potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Those most vulnerable are children (whose lungs are still developing) and the elderly (who may have other serious health problems). Overall, diesel engine emissions are responsible for the majority of California’s known cancer risk from outdoor air pollutants. Diesel engines also contribute to California’s PM<sub>2.5</sub> air quality problems. (Psomas 2024a)

The SCAQMD provides three thresholds of significance for TACs: the Maximum Incremental Cancer Risk threshold of greater than 10 in 1 million, the Cancer Burden threshold of greater than 0.5 excess cancer cases (in areas  $\geq 1$  in 1 million), and the Chronic and Acute Hazard Index of greater than 1.0 (SCAQMD 2023).

Carcinogenic risks (i.e., cancer risks) are estimated as the incremental probability that an individual will develop cancer over his/her lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a probability (e.g., 10 in a million). A risk level of 1 in a million implies a likelihood that up to 1 person out of 1 million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the specific concentration over 70 years (an assumed lifetime). This would be in addition to those cancer cases that would normally occur in an unexposed population of 1 million people. (Psomas 2024a)

Different from carcinogenic risks, the Hazard Index (HI) expresses the potential for chemicals to result in non-cancer-related health impacts. HIs are expressed using decimal notation (e.g., 0.001). A calculated HI exposure of less than 1.0 will likely not result in adverse non-cancer-related health effects over a lifetime of exposure. Although a value of 1.0 is a commonly accepted CEQA significance threshold, an HI greater than 1.0 does not necessarily mean that adverse effects will occur. (Psomas 2024a)

The Multiple Air Toxics Exposure Study V (MATES V) is a monitoring and evaluation study conducted in the SoCAB. According to the MATES V Study, the carcinogenic risk from air toxics in the SoCAB has continued to improve over time. While toxic air pollutants decreased by more than 54 percent from 2012 to 2018, the cancer risk for residents of the SoCAB was 455 in 1 million in the year 2018. The results of the MATES V Study indicate that diesel exhaust is the primary contributor to air toxics risk within the SoCAB. (Psomas 2024a)

### **Sensitive Air Quality Receptors**

The SCAQMD defines a “sensitive receptor” as a land use or facility such as residences, schools, childcare centers, athletic facilities, playgrounds, retirement homes, and convalescent homes. The closest sensitive receptors to the Project Site are the single-family residences located approximately 160 feet east of the site along the east side of Del Mar Avenue. This distance was measured from the Project Site’s eastern boundary to the southwestern property line of the nearest single-family unit. The location of the proposed storage building is located approximately 700 feet away from the property line of these residences. Other sensitive receptors located within the vicinity of the Project Site include Los Cerritos Elementary School and Los Cerritos Park. No sensitive receptors are or would be located on the Project Site. (Psomas 2024a)

### **Ambient Air Quality**

The SCAQMD measures criteria air pollutant concentrations at several monitoring stations in Los Angeles County. Air quality data for the proposed Project Site is represented by the Long Beach – Signal Hill monitoring station located at 1710 E 20<sup>th</sup> St., Signal Hill. The monitoring station is located approximately 2.9 miles southeast of the Project Site. Pollutants measured at the Long Beach – Signal Hill monitoring station include O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub>. The monitoring data presented in Table 4.2-1, Air Quality Levels Measured at the Long Beach – Signal Hill Monitoring Station, include maximum pollutant levels and exceedances of federal and State air quality standards for the years 2020-2022. (Psomas 2024a)

**TABLE 4.2-1  
AIR QUALITY LEVELS MEASURED AT  
LONG BEACH – SIGNAL HILL MONITORING STATIONS**

Pollutant	California Standard	National Standard	Year	Max. Level <sup>a</sup>	State Standard Days Exceeded <sup>b</sup>	National Standard Days Exceeded <sup>b, c</sup>
O <sub>3</sub> (1 hour)	0.09 ppm	None	2020	0.105	4	N/A
			2021	0.086	0	N/A
			2022	0.108	1	N/A
O <sub>3</sub> (8 hour)	0.070 ppm	0.070 ppm	2020	0.083	4	4
			2021	0.064	0	0
			2022	0.077	1	1
PM10 (24 hour)	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	2020	N/A	N/A	N/A
			2021	N/A	N/A	N/A
			2022	57.9	0	0
PM10 (AAM)	20 µg/m <sup>3</sup>	None	2020	–	N/A	N/A
			2021	–	N/A	N/A
			2022	57.9	2	0
NO <sub>2</sub> (1 hour)	0.18 ppm	0.100 ppm	2020	0.075	0	0
			2021	0.059	0	0
			2022	0.058	0	0
NO <sub>2</sub> (AAM)	0.030 ppm	0.053 ppm	2020	0.012	0	0
			2021	0.012	0	0
			2022	0.012	0	0
CO (1 hour)	20 ppm	35 ppm	2020	N/A	NA	NA
			2021	N/A	NA	NA
			2022	N/A	NA	NA
CO (8 hour)	9 ppm	9 ppm	2020	N/A	NA	NA
			2021	N/A	NA	NA
			2022	N/A	NA	NA
PM2.5 (24 Hour)	None	35 µg/m <sup>3</sup>	2020	N/A	N/A	N/A
			2021	N/A	N/A	N/A
			2022	28.8	0	0
PM2.5 (AAM)	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	2020	N/A	NA	NA
			2021	N/A	NA	NA
			2022	10.8	NA	NA
NA: Not Available						
Source: CARB 2022b.						

## **B. Regulatory Framework**

The Project Site is located in the SoCAB. Air quality in the SoCAB is regulated by the USEPA, CARB, and the SCAQMD. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Both State and local regulations may be more, but not less, stringent than USEPA regulations. The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD and produces estimates of anticipated future growth and vehicular travel in the basin that are used for air quality planning. The federal, State, regional, and local regulations for criteria air pollutants and TACs are discussed below. (Psomas 2024a)

### **Federal**

#### ***United States Environmental Protection Agency***

The USEPA is responsible for implementing the Clean Air Act (CAA), which was first enacted in 1955<sup>2</sup> and amended numerous times thereafter. The CAA established federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for criteria pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe (with an adequate margin of safety) to protect the public's health and welfare. The USEPA is responsible for setting and enforcing the NAAQS for criteria pollutants. The NAAQS are shown in Table 4.2-2, California and National Ambient Air Quality Standards. (USEPA 2023c)

The USEPA directly regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives while stationary sources of emissions such as from industrial uses are regulated by local air pollution control districts. The USEPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP). In addition, the USEPA requires states to regulate other sources of emissions through the SIP. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution and thereby bring areas of nonattainment into attainment and maintain federal air quality standards by using a combination of performance standards and market-based programs within the SIP-identified time frame. (USEPA 2023c)

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<sup>2</sup> The Air Pollution Control Act, the predecessor to the Clean Air Act, was enacted in 1955.

**TABLE 4.2-2  
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>a</sup>	Secondary <sup>b</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	–
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )	Same as Primary
PM10	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM	20 µg/m <sup>3</sup>	–	–
PM2.5	24 Hour	–	35 µg/m <sup>3</sup>	Same as Primary
	AAM	12 µg/m <sup>3</sup>	9.0 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	–
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	–
NO <sub>2</sub>	AAM	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	–
SO <sub>2</sub>	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	–	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	–
Lead	30-day Avg.	1.5 µg/m <sup>3</sup>	–	–
	Calendar Quarter	–	1.5 µg/m <sup>3</sup>	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m <sup>3</sup>	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles	No Federal Standards	
Sulfates	24 Hour	25 µg/m <sup>3</sup>		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )		
O <sub>3</sub> : ozone, ppm: parts per million, µg/m <sup>3</sup> : micrograms per cubic meter, –: No Standard; PM10: respirable particulate matter with a diameter of 10 microns or less, AAM: Annual Arithmetic Mean, PM2.5: fine particulate matter with a diameter of 2.5 microns or less, CO: carbon monoxide, mg/m <sup>3</sup> : milligrams per cubic meter, NO <sub>2</sub> : nitrogen dioxide, SO <sub>2</sub> : sulfur dioxide, km: kilometer.				
<sup>a</sup> National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.				
<sup>b</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.				
Note: More detailed information in the data presented in this table can be found at the CARB website ( <a href="http://www.arb.ca.gov">www.arb.ca.gov</a> ).				
Source: CARB 2016.				



As indicated previously, the SoCAB is a nonattainment area for PM<sub>10</sub> (State), PM<sub>2.5</sub> (State and federal), and O<sub>3</sub> (State and federal). An area falls into nonattainment when that specific area fails to meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for a NAAQS. An area is considered to be in attainment when that area meets the national primary or secondary ambient air quality standard for a NAAQS. (USEPA 2023c)

## **State**

### ***California Air Resources Board***

The California Air Resources Board (CARB), as part of the California Environmental Protection Agency (CalEPA), is responsible for coordinating and administering both the federal and State air pollution control programs in California. In this capacity, CARB establishes the California Ambient Air Quality Standards (CAAQS), as shown in Table 4.2-2, which are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride.

In addition, CARB conducts research, compiles emissions inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The SIP is based on an emissions inventory for the State based emissions information provided from each of the 35 local air districts. CARB requires the air districts in regions that do not attain the CAAQS to prepare plans for attaining the standards. CARB reviews each of these plans and determines whether each region is demonstrating sufficient progress toward attainment of State and federal ambient air quality standards. These plans are then integrated into the State SIP. The latest adopted SIP is the 2022 State SIP Strategy. (CARB 2022a). SIPs are generally enforced by the State but the EPA has authorization to take enforcement action against violators for federally-approved SIPs. The public can also file citizen suits under the federal Clean Air Act to address violations of SIPs.

CARB establishes emissions standards for motor vehicles sold in California, consumer products (e.g., hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel and emission specifications to further reduce onroad and offroad vehicular emissions.

### ***Attainment Status***

Based on monitored air pollutant concentrations, the USEPA and CARB designate an area's status in attaining the NAAQS and the CAAQS, respectively, for selected criteria pollutants. These attainment designations for the SoCAB are shown in Table 4.2-3, Attainment Status of Criteria Pollutants in the South Coast Air Basin. As shown, the SoCAB is a nonattainment area for PM<sub>10</sub> (State), PM<sub>2.5</sub> (State and federal), and O<sub>3</sub> (State and federal).

**TABLE 4.2-3  
ATTAINMENT STATUS OF CRITERIA POLLUTANTS  
IN THE SOUTH COAST AIR BASIN**

<b>Pollutant</b>	<b>State</b>	<b>Federal</b>
O <sub>3</sub> (1-hour)	Nonattainment	No Standards
O <sub>3</sub> (8-hour)	Nonattainment	Extreme Nonattainment
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Lead	No Standard	Attainment/Nonattainment*
All others	Attainment/Unclassified	No Standards
O <sub>3</sub> : ozone; PM10: particulate matter 10 microns or less in diameter; PM2.5: particulate matter 2.5 microns or less in diameter; CO: carbon monoxide; NO <sub>2</sub> : nitrogen dioxide; SO <sub>2</sub> : sulfur dioxide. * The Los Angeles County portion of the SoCAB is designated nonattainment for lead; the remainder of the SoCAB is designated attainment. Source: SCAQMD 2016		

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an AQMP to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for California. The AQMP for the SoCAB is discussed below under Regional Regulatory Framework.

### ***Title 24 Energy Efficiency Standards***

The Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The current applicable standards are the 2022 Standards, effective January 1, 2023 (CBSC 2022). The requirements of the energy efficiency standards result in the reduction of natural gas and electricity consumption. Since using natural gas produces criteria pollutant emissions, a reduction in natural gas consumption results in a related reduction in air quality emissions.<sup>3</sup> Additional discussion of the Title 24 energy efficiency standards is included in Sections 4.5, Energy, and 4.7, Greenhouse Gas Emissions. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

<sup>3</sup> Because electricity would not be generated on the Project Site, the emissions associated with electricity generation are not included in the emissions calculations.

## **California Green Building Standards Code**

The 2022 California Green Building Standards Code (CCR, Title 24, Part 11), also known as the “CALGreen Code,” contains mandatory requirements and voluntary measures for new residential and non-residential buildings (including buildings for retail uses, office uses, public schools, and hospitals) throughout California (CBSC 2022). Development of the CALGreen Code is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The CALGreen Code was established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. The regulation of energy efficiency for residential and non-residential structures is established by the CEC and its California Energy Code. The City has adopted the CALGreen Code in AMC Section 15.03.010 Adoption of Building Standards Codes.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy-efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles which, in turn, reduces pollutant emissions. Additional discussion of the CALGreen Code is included in Sections 4.5, Energy, and 4.7, Greenhouse Gas Emissions.

## **Regional**

### **South Coast Air Quality Management District**

In the SoCAB, the SCAQMD is the agency responsible for protecting public health and welfare through the administration of federal and State air quality laws, regulations, and policies. The SCAQMD is 1 of 35 local air districts responsible for regional air quality planning, controlling emissions primarily from stationary sources. The SCAQMD administers air quality improvement grant programs and is CARB's primary partner in efforts to ensure that those located within the SoCAB breathe clean air. Included in the SCAQMD's tasks are the monitoring of air pollution, the preparation of the AQMP for the SoCAB, and the promulgation of rules and regulations. (CARB 2024)

### **Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization and the State-designated transportation planning agency for six counties: Riverside, San Bernardino, Los Angeles, Ventura, Imperial, and Orange. SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources in order to improve public health, to meet the NAAQS as set forth by the CAA.

The SCAQMD and SCAG are jointly responsible for formulating and implementing the AQMP for the SoCAB. SCAG's Regional Mobility Plan and Growth Management Plan form the basis for the land use and transportation control portion of the AQMP.

### Air Quality Management Plan

The current regional plan applicable to the Project is the SCAQMD's 2022 AQMP. The SCAQMD is responsible for ensuring that the SoCAB meets the NAAQS and CAAQS by reducing emissions from stationary (area and point), mobile (cars, trucks and buses, ships, trains, airplanes, and construction equipment), and indirect sources. (SCAQMD 2024) According to the SCAQMD, indirect sources constitute any facility, building, structure, or installation, or combination thereof, which generates or attracts mobile source activity that results in emissions of any pollutant (or precursor) for which there is a State Ambient Air Quality Standard. (SCAQMD 2022) Indirect sources include, but are not limited to, collegiate and professional sports stadiums/arenas, shopping centers, and warehouses. To accomplish this goal, the SCAQMD prepares AQMPs in conjunction with the SCAG, County transportation commissions, and local governments; develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

The 2022 AQMP was adopted on December 2, 2022, by the SCAQMD Governing Board. The 2022 AQMP evaluates integrated strategies and measures to meet the following NAAQS for the following criteria pollutants in which the SoCAB is in a state of nonattainment (SCAQMD 2022):

- 8-hour O<sub>3</sub> target of 80 parts per billion (ppb) by 2024, 75 ppb by 2032, 70 ppb by 2038;
- Annual PM<sub>2.5</sub> (12 micrograms per cubic meter [µg/m<sup>3</sup>]) by 2025;
- 1-hour O<sub>3</sub> (120 ppb) by 2023; and
- 24-hour PM<sub>2.5</sub> (35 µg/m<sup>3</sup>) by 2023.

### South Coast Air Quality Management District Rules

The Project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust and criteria pollutant emissions. The following rules are most relevant to the Project.

**SCAQMD Rule 201** requires a "Permit to Construct" prior to the installation of any equipment (such as blast/cupola furnaces, spray booths, dry-cleaning equipment, or metal finishing/plating equipment) "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct.<sup>4</sup>

**SCAQMD Rule 203** similarly requires a Permit to Operate.

**SCAQMD Rule 219, Equipment not Requiring a Written Permit Pursuant to Regulation II**, identifies "equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits . . .". This Rule provides a list of equipment that is exempt from Rules 201 and 203.

**SCAQMD Rule 401, Visible Emissions** states that "a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than 3 minutes in any 1 hour which is as dark or darker in shade as

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<sup>4</sup> SCAQMD Rule 201 would be applicable to any equipment the use of which may cause the issuance of air contaminants including the soil venting system and building protection system.

that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subparagraph (b)(1)(A) of this rule.”

**SCAQMD Rule 402, Nuisance** states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

**SCAQMD Rule 403, Fugitive Dust** requires actions to prevent, reduce, or mitigate fugitive particulate matter emissions. These actions include applying water or chemical stabilizers to disturbed soils; managing haul road dust by applying water; covering all haul vehicles before transporting materials; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, Rule 403 requires that vegetative ground cover be established on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.

**SCAQMD Rule 445** has been adopted to reduce the emissions of particulate matter from wood-burning devices and prohibits the installation of such devices in any new development.

**SCAQMD Rule 1113** governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. Although this rule does not directly apply to the proposed Project, it does dictate the VOC content of paints available for use during building construction and ongoing maintenance.

**SCAQMD Rule 1166** establishes requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. This rule requires that an approved mitigation plan be obtained from SCAQMD prior to excavation of materials containing VOCs, handling or storage of VOC-contaminated soil, or treatment of VOC-contaminated soil.

**SCAQMD Rule 1466** was established to minimize the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities, including from the removal of soil that contains applicable toxic air contaminants. This rule mandates ambient PM<sub>10</sub> monitoring, dust control measures, notification, signage, and recordkeeping requirements.

## **Local**

### ***City of Long Beach General Plan – Air Quality Element***

The City of Long Beach General Plan contains an Air Quality Element that was adopted in 1996. The Air Quality Element serves to establish policies that will guide future land use and transportation decisions in the City; implement regional air quality plans; heighten awareness of air quality efforts and impacts in the community; and promote greater collaboration amongst all levels of government to address air quality issues. Policies contained within the Air Quality Element include eliminating vehicle trips; reducing vehicle miles traveled (VMT); promoting the use of alternative fuels such as electric vehicles and compressed natural gas (CNG); promoting transit-oriented development; minimizing particulate matter emissions generated during construction; reducing energy related emissions; promoting increased air quality monitoring; and

educating the public on modifying travel behavior and energy consumption. (City of Long Beach 1996)

### 4.2.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

- Threshold 4.2a** *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- Threshold 4.2b** *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?*
- Threshold 4.2c** *Would the project expose sensitive receptors to substantial pollutant concentrations?*
- Threshold 4.2d** *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

#### B. Methodology

##### California Emissions Estimator Model

The Project's construction and operations phase emissions were calculated by using California Emissions Estimator Model (CalEEMod) version 2022.1.1.0 (CAPCOA 2022). CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. The purpose of CalEEMod is to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Furthermore, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user (CAPCOA 2023). CalEEMod was developed by ICF in collaboration with the Sacramento Metropolitan Air Quality Management District, Fehr and Peers, STI, and Ramboll. CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate criteria pollutant and GHG emissions associated with land development projects in California (SCAQMD 2024). CalEEMod has separate databases for specific counties and air districts. The Los Angeles County database was used for the Project. The model calculates emissions of CO, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and the O<sub>3</sub> precursors VOC, NO<sub>x</sub>, and greenhouse gases. For this analysis, the results are compared with the SCAQMD mass daily thresholds described in Section 4.2.3 below to determine potential air quality and greenhouse gas impacts for Project-related construction and operations phase emissions.

##### Construction Mass Daily Emissions

Specific inputs to CalEEMod include land uses and acreages. Construction input data include but are not limited to: (1) the anticipated start and finish dates of each construction activity (e.g., grading, building, and paving); (2) inventories of construction equipment to be used during each

Project activity; (3) areas to be graded for development; (4) volumes of materials to be imported to and exported from the Project Site; (5) areas to be paved; and (6) areas to be painted.

Construction activities for purposes of analyzing the Project's air quality impact include the following phases:

- Site preparation, which involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading in addition to activities associated with prior development of the surcharge pile.
- Mass grading activities, which involves the cut and fill of land to ensure that the proper base and slope is created for the self-storage building foundation and RV storage parking areas.
- Building construction, which involves the construction of the building foundations, any ancillary structures, and the buildings (self-storage and carwash) themselves.
- Paving, which involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
- Architectural coatings, which involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Additionally, the above construction phasing includes implementation of the Project's Response Plan. The input data and assumptions are discussed in Section 4.2.4 below and are shown in notes on the CalEEMod data in Appendix C-3. The CalEEMod model has the capability to calculate reductions in construction emissions from the effects of dust control, off-road diesel-engine classifications, low-emission paints, and other selected measures.

To capture the full scope of potential air quality impacts for the Project, the surcharge activities that occurred from late 2020 through early 2021 were included in the air quality modeling and analysis. Specifically, the actual number and type of offroad construction vehicles used for past construction activities were based on data provided by the Applicant's contractor, while the number and type of offroad construction vehicles expected to be used for future construction activities were based on a mixture of data from the CalEEMod model and estimates by the Applicant's contractor. In sum, the estimate of construction activities and subsequent emissions, and their comparison to the SCAQMD thresholds, is presented to provide an estimate of potential air quality impacts associated with Project construction.

### **Operational Mass Daily Emissions**

The Project includes the operation of a self-storage building and RV storage, which is a unique land use that is not included in CalEEMod's default land use categories. Therefore, to model Project emissions associated with self-storage land uses, CalEEMod's "User Defined Commercial" land use category was selected since there is no commercial subtype for self-storage uses. Any fields not automatically populated with data provided by CalEEMod were populated with project-specific data provided by the City and the Applicant, which are included in Appendix C-3. In addition, consistent with the Project's Vehicle Miles Traveled (VMT) Analysis, which is provided in Appendix M, all trips associated with the Self-Storage land use were included within CalEEMod under "User Defined Commercial".

Operational inputs to CalEEMod include: (1) the specific year for project operations, (2) vehicle trip generation rates, and (3) energy use. Output operational emissions data are separated into



energy use, which includes electricity consumption, area sources, and mobile sources. The area sources are landscape maintenance equipment, consumer products, and architectural coatings used for routine maintenance. Consumer products (e.g., household cleaners, air fresheners, automotive products, and personal care products) emit VOCs. Mobile sources are the vehicles used by employees, customers/visitors, and vendors traveling to and from the Project Site. CalEEMod also includes data to calculate emissions reductions based on project-specific characteristics and results from the implementation of mitigation measures.

### **Local Concentrations of Criteria Pollutants from On-Site Sources**

The localized effects from the onsite portion of daily construction and operational emissions were also evaluated at receptor locations potentially impacted by the Project according to the SCAQMD's localized significance threshold (LST) method, which utilizes onsite emissions rate look up tables and Project-specific modeling, where appropriate (SCAQMD 2008). LSTs are applicable to the following criteria pollutants: NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest receptor. For the LST CO and NO<sub>2</sub> exposure analysis, receptors who could be exposed for 1 hour or more are considered, such as residential units, hospitals, assisted living, and congregate care. For PM<sub>10</sub> and PM<sub>2.5</sub> exposure analysis, receptors who could be exposed for 24 hours are considered, such as residential units, hospitals, assisted living, and congregate care. As discussed previously, the nearest receptors are residential and school uses located to the east of the Project Site. The mass rate look-up tables were developed for each source receptor area and are used to determine whether a project may generate significant adverse localized air quality impacts. The SoCAB is divided into source receptor areas based on factors that include meteorological conditions. The City of Long Beach is in source-receptor area 4, South Coastal LA County. The SCAQMD provides LST mass rate look-up tables for projects that are less than or equal to five acres. For projects that exceed five acres, such as the proposed Project, the five-acre LST lookup values can be used as a screening tool to determine which pollutants require detailed analysis (Krause 2018). Although the Project Site is larger than five acres, SCAQMD recognizes the efficacy of using the LST for larger sites if it is demonstrated that the calculated Project emissions would be less than the five-acre site emissions limits. The SCAQMD released guidance titled "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds," which clarifies that acreage is based on the daily soil disturbance area for each piece of equipment during each construction phase. Based on this methodology, the Project's construction would not disturb more than 5 acres per day, making it appropriate to apply the LST look-up tables to the Project Site. If a project exceeds the LST look-up values, then the SCAQMD recommends that project-specific localized air quality modeling be performed.

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered (SCAQMD 2008). Consistent with the SCAQMD's Final Localized Significance Threshold Methodology, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts (SCAQMD 2008). The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level proposed projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over roadways. (SCAQMD 2008).

### **Health Risk Assessment**

Health risks represent the increase in cancer and non-cancer risks to sensitive uses proximate to the Project associated with exposure to TACs from construction equipment and operations

emissions generated from the Project. These sensitive uses include the residential uses located 160 feet to the east of the Project Site; Los Cerritos Elementary School, located 170 feet to the east of the Project Site; and Los Cerritos Park, located 345 feet to the east of the Project Site. For the portion of the Project operations implicated in the HRA's TAC assessment (the operation of RVs onsite), the methodology assumes that a person is exposed continuously (24-hours per day) to a source of TAC emissions over a 30-year exposure period for residential uses. For construction activities, the exposure duration lasts as long as construction activities occur. The construction emissions modeling includes surcharge and remediation activities (movement of Areas of elevated concentrations (AECs) that occurred in 2020-2021 as well as planned activities occurring in 2024-2026. Cancer risk is expressed as the probability of one person developing cancer out of a million persons due to exposure to TAC emissions for the exposure duration that emissions would occur. A receptor calculated to have a cancer risk of one in one million means that this receptor has a probability of one in one million of developing cancer from the intermittent exposure to diesel particulate matter (DPM) from the Project Site. For operations, DPM is analyzed in the HRA due to RVs using diesel fuel and diesel exhaust representing the primary source of health risk in the air basin. No other TACs would be emitted since hazardous materials are prohibited from the self-storage facility. The HRA conservatively assumed that all RVs are emitting DPM despite estimates from the ARB EMFAC2021 model shows that approximately one-third of the population of recreational vehicles are using diesel fuel (EMFAC2021). In addition to potential cancer risks, TACs can result in short-term and long-term non-cancer impacts. The Office of Environmental Health Hazard Assessment (OEHHA) specifies a significance threshold for acute (short-term) and chronic (long-term) non-cancer impacts, which is represented by a HI. The HI is based on whether TACs would exceed the Reference Exposure Level (REL), which is the level at which no adverse non-cancer health effects are anticipated. OEHHA developed acute RELs for assessing potential noncancer health impacts for short-term, 1-hour peak exposures to emissions. The OEHHA has developed chronic RELs for assessing noncancer health impacts from long-term exposure. The assumptions applied in calculating cancer and noncancer health risk from the various TACs are based on the methodology published by the SCAQMD and the OEHHA. The HARP2 model developed by the CARB was used to calculate the health risk exposure at the Project Site based on ground-level concentrations of DPM developed with the USEPA's AMS/EPA Regulatory Model (AERMOD) air pollutant dispersion modeling. The AERMOD model has been accepted for use by the SCAQMD for air pollutant dispersion modeling (SCAQMD 2024). The Health Risk Assessment is included in Appendix C-2.

Additionally, a screening level human health risk evaluation was conducted for on-site receptors associated with TACs from the disturbance of on-site soil during construction as part of the Project's environmental investigation. (Roux 2020a) Mitigation measures outlined in the Project's Soil Management Plan and monitoring requirements outlined in the Ambient Air Monitoring Plan were implemented during the Surcharge program and, per **MM HAZ-1**, the Soil Management Plan, Excavation Management Plan, and Ambient Air Monitoring Plan are required to be implemented during any future earth disturbing activities to manage TAC emissions below the applicable regulatory thresholds. (Roux 2020d, Roux 2020e). See Section 4.8 Hazards and Hazardous Materials for more detailed information.

### **CO Hotspots**

The analysis of potential CO hotspots for the Project involves a discussion of ambient measurement data of CO concentrations relative to the ambient air quality standards, emissions rates associated with current automobile legislation and electric vehicle adoption, and vehicle trips attributable to the Project, as identified in the Project's Traffic Impact Assessment included as Appendix M of this DEIR.

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## C. Standard Requirements

The following standard requirements are applicable to the Project.

- SR AQ-1** SCAQMD Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate. Rule 219, Equipment not Requiring a Written Permit Pursuant to Regulation II, identifies “equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits
- SR AQ-2** SCAQMD Rule 401, Visible Emissions states that “a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than 3 minutes in any 1 hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or is of such opacity as to obscure an observer’s view to a degree equal to or greater than does smoke described in subparagraph (b)(1)(A) of this rule.”
- SR AQ-3** SCAQMD Rule 402, Nuisance states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- SR AQ-4** SCAQMD Rule 403, Fugitive Dust requires actions to prevent, reduce, or mitigate fugitive particulate matter emissions. These actions include applying water or chemical stabilizers to disturbed soils; managing haul road dust by applying water; covering all haul vehicles before transporting materials; restricting vehicle speeds on unpaved roads to 15 mph; and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, Rule 403 requires that vegetative ground cover be established on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.
- SR AQ-5** SCAQMD Rule 445 has been adopted to reduce the emissions of particulate matter from wood-burning devices and prohibits the installation of such devices in any new development.
- SR AQ-6** SCAQMD Rule 1113 governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. Although this rule does not directly apply to the proposed Project, it does dictate the VOC content of paints available for use during building construction and ongoing maintenance.
- SR AQ-7** SCAQMD Rule 1166 establishes requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. This rule requires that an approved mitigation plan be obtained from SCAQMD prior to excavation of materials containing VOCs, handling or storage or VOC-contaminated soil, or treatment of VOC-contaminated soil.

**SR AQ-8** SCAQMD Rule 1466 was established to minimize the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities, including from the removal of soil that contains applicable toxic air contaminants. This rule mandates ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements.

## D. Impact Analysis

### **Threshold 4.2a**      ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Pursuant to the SCAQMD's CEQA Air Quality Handbook, a project would be inconsistent with the AQMP if it would (SCAQMD 1993):

- Create an increase in the frequency or severity of air quality violations; cause or contribute to new violations; delay attainment of air quality standards; or
- Exceed the assumptions of the AQMP.

With respect to the first criterion, the analyses in Response to Threshold 4.2b below demonstrate that, the Project would have the potential to (1) generate short-term or long-term emissions of NO<sub>x</sub>, which is an O<sub>3</sub> precursor that could potentially cause an increase in the frequency or severity of existing air quality violations; (2) cause or contribute to new violations; or (3) delay timely attainment of air quality standards. Prior to implementation of mitigation, the Project would result in a potentially significant impact.

With respect to the second criterion, the Project was evaluated to determine whether it would exceed the assumptions in the 2022 AQMP. The 2022 AQMP is a regional and multi-agency effort among the SCAQMD, CARB, Southern California Association of Governments (SCAG), and the USEPA. The purpose of the 2022 AQMP is to set forth a comprehensive program to promote reductions in criteria pollutants, greenhouse gases, and toxic risk and improve efficiencies in energy use, transportation, and goods movement. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy; updated emission inventory methods for various source categories; and SCAG's latest growth forecasts (SCAQMD 2022). The 2022 AQMP includes strategies and measures necessary to meet the NAAQS. The AQMP is based on SCAG's projections of energy usage and vehicle trips from land uses within the SoCAB.

The Project Site has a General Plan land use designation (PlaceType) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The Project is proposing a zone change that would result in the Project Site being zoned as Commercial Storage (CS). Additionally, the Project is proposing a General Plan Amendment that would change the Project Site's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors. The Project would develop a self-storage building, covered RV parking spaces, and a private car wash for exclusive use by property owner or tenants; additionally, the Project would include site improvements, landscaping, off-site improvements along Pacific Place Road, and dedication of an easement for future development and use as a publicly accessible trail and trailhead. While the Project would involve a zone change from IL to CS, the Project would not directly result in population growth or development or new land uses that have not been anticipated in the 2022 AQMP, since the assumptions made in the AQMP are based on data provided by SCAG, which in turn is derived from General Plan land use and zoning designations throughout the SoCAB. The Project would not directly result in population growth and the operation of the proposed storage uses is estimated to generate approximately

10 jobs. The total employment in Los Angeles County will increase by approximately 808,000 jobs from 2020 to 2050, and total employment in the City of Long Beach will increase by approximately 29,500 jobs from 2016 to 2045. As such, the Project's anticipated generation of 10 employees would represent a nominal amount relative to County and City projections, and estimated Project operational employment generation is well within regional forecasts for the County and City. In addition, given the small number of permanent jobs generated by the Project, it is expected that future employment positions would be filled by the local population and would not induce population growth or the need for additional housing. Furthermore, the creation of 10 new jobs as a result of the approval of the Zone Change required to implement the Project would not exceed the growth projections calculated when the Site was zoned IL since the addition of 10 new jobs would be miniscule when compared to potential employment generation from industrial uses permitted by the IL zoning. Therefore, the Project would not exceed the assumption of the 2022 AQMP since the Project would not result in employment generation or population growth not anticipated by the City or SCAG.

However, as discussed above, while the Project would not exceed the assumption of the 2022 AQMP, the Project does have the potential to (1) generate short-term or long-term emissions of NO<sub>x</sub> which is an O<sub>3</sub> precursor that could potentially cause an increase in the frequency or severity of existing air quality violations; (2) cause or contribute to new violations; or (3) delay timely attainment of air quality standards. As such, prior to implementation of mitigation, the Project would have the potential to result in a significant impact pursuant to this threshold.

### **Mitigation Measures**

**MM AIR-1** For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.

### **Level of Significance after Mitigation**

New or Increased Air Quality Violations, or Delayed Attainment of Air Quality Standards: With incorporation of **MM AIR-1**, which requires onsite construction equipment used for the Project to meet a minimum of Tier 4 off-road engine emissions standards, the Project would not (1) generate short-term or long-term emissions of VOCs, NO<sub>x</sub>, which are O<sub>3</sub> precursors, PM<sub>10</sub> or PM<sub>2.5</sub> that could potentially cause an increase in the frequency or severity of existing air quality violations; (2) cause or contribute to new violations; or (3) delay timely attainment of air quality standards. Therefore, with implementation of **MM AIR-1**, impacts related to the Project's potential to (1) generate short-term or long-term emissions of VOCs, NO<sub>x</sub>, which are O<sub>3</sub> precursors, PM<sub>10</sub> or PM<sub>2.5</sub> that could potentially cause an increase in the frequency or severity of existing air quality violations; (2) cause or contribute to new violations; or (3) delay timely attainment of air quality standard would be less than significant with mitigation incorporated.

Exceed Assumptions of AQMP: A less than significant impact would occur and no mitigation is required.

**Impact Comparison Summary:** The DEIR's analysis concluded that the Project would result in less than significant impacts with mitigation incorporated pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**Threshold 4.2b:** *Would the project 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?*

Appendix G of the State CEQA Guidelines (specifically, Issue Area III of the Appendix G Checklist found on Page 349 of the 2024 CEQA Guidelines) states that the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make significance determinations (AEP 2024). The SCAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions<sup>5</sup>. These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the SoCAB.

Table 4.2-4, SCAQMD Criteria Pollutant Significant Emissions Thresholds, presents the current SCAQMD significance thresholds, including regional daily thresholds for short-term construction and long-term operational emissions; maximum incremental cancer risk and HIs for TACs; and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality.

The effects of criteria air pollutants are evaluated against the NAAQS or CAAQS which have been developed to provide air pollution standards that are protective of public health. Exceedance of these air quality standards does not describe the prevalence or magnitude of health effects, but rather assesses the potential for a project-related health effect to occur. Project level assessments of air pollutant concentrations cannot provide an estimate of specific health effects such as asthma, bronchitis, or other specific respiratory ailments due to a broad variety of uncertainties which include modeling limitations. One example provided by the SCAQMD was related to health impacts from emissions related to the ozone (smog) formation. Reactive organic gases (ROGs) and NO<sub>x</sub> are pollutants that contribute to the formation of ozone, otherwise known as ozone precursors. It would be too speculative to determine how an individual project could affect the formation of ozone, and how it could affect the health for a specific receptor: ozone does not fully form within the proximity of a project site, and the formation of ozone is affected by solar irradiance, meteorological conditions, presence of ozone precursors from other sources, and other factors. As such, modeling of ozone concentrations is conducted on the “macro” scale of an air basin for all pollutant sources within the basin, and not for an individual project. Consequently, the use of NAAQS and CAAQS focuses on a project-level analysis of the four criteria pollutants of greatest concern (CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) and provides a level at which it is considered harmful to public health but does not provide direct causation to specific health impacts.

These regional emission thresholds cannot be used to correlate whether a specific health impact would occur to an individual receptor. These significance thresholds were developed to assist Lead Agencies with a consistent threshold that could be used to determine whether a project's emissions could significantly contribute to the total emissions occurring within an air basin. The totality of the air basin's emissions would determine whether it would be in attainment of the CAAQS and NAAQS.

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<sup>5</sup> <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>

**TABLE 4.2-4  
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS**

Mass Daily Thresholds <sup>a</sup>		
Pollutant	Construction	Operation
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TACs, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO <sub>2</sub> e for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants <sup>b, c</sup>		
NO <sub>2</sub>  1-hour average annual arithmetic mean	The South Coast AQMD is in attainment; the Project is significant if it causes or contributes to an exceedance of the following attainment standards:  0.18 ppm (State) 0.03 ppm (State) and 0.0534 ppm (federal)	
PM10  24-hour average annual average	10.4 µg/m <sup>3</sup> (construction) <sup>c</sup> & 2.5 µg/m <sup>3</sup> (operation) 1.0 µg/m <sup>3</sup>	
PM2.5 24-hour average	10.4 µg/m <sup>3</sup> (construction) <sup>c</sup> & 2.5 µg/m <sup>3</sup> (operation)	
SO <sub>2</sub> 1-hour average 24-hour average	0.25 ppm (State) & 0.075 ppm (federal – 99 <sup>th</sup> percentile) 0.04 ppm (State)	
Sulfate 24-hour average	25 µg/m <sup>3</sup> (State)	
CO  1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:  20.0 ppm (State) and 35 ppm (federal) 9.0 ppm (State/federal)	
Lead 30-day average Rolling 3-month average	1.5 µg/m <sup>3</sup> (State) 0.15 µg/m <sup>3</sup> (federal)	
NOx: nitrogen oxides, lbs/day: pounds per day, VOC: volatile organic compound, PM10: respirable particulate matter with a diameter of 10 microns or less, PM2.5: fine particulate matter with a diameter of 2.5 microns or less, SOx: sulfur oxides, CO: carbon monoxide, TACs: toxic air contaminants, GHG: greenhouse gases, MT/yr CO <sub>2</sub> e: metric tons per year of carbon dioxide equivalents, NO <sub>2</sub> : nitrogen dioxide, ppm: parts per million, µg/m <sup>3</sup> : micrograms per cubic meter; South Coast AQMD: South Coast Air Quality Management District		
<sup>a</sup> Source: South Coast AQMD CEQA Handbook (South Coast AQMD 1993)		
<sup>b</sup> Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table 2 unless otherwise stated		
<sup>c</sup> Ambient air quality threshold is based on South Coast AQMD Rule 403		
Source: SCAQMD 2023		



## **Construction Emissions – Regional**

Criteria pollutant emissions would occur during construction from operation of construction equipment; excavation and earth-moving activities, which would generate fugitive dust; import of soil; import of construction materials; paving and painting; and operation of vehicles driven to and from the site by construction workers. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

A construction-period mass emissions inventory was compiled based on actual construction scheduling and equipment data related to the previous creation of the surcharge pile, as well as estimated construction scheduling and equipment data related to future Project construction phases. More specifically, the mass emissions analysis takes into account the following:

- Combustion emissions from operating onsite stationary and mobile construction equipment;
- Fugitive dust emissions from site preparation and soils remediation/grading phases;
- VOC emissions from asphalt paving and architectural coatings; and
- Mobile-source combustion emissions and fugitive dust from worker commute and truck travel.

A project with daily emission rates below the SCAQMD's established air quality significance thresholds (shown in Table 4.2-4) would have a less than significant effect on regional air quality. Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.20 computer program (CAPCOA 2022). CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate anticipated emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts, and the Los Angeles County database was used for the Project. Consistent with the requirements of SCAQMD Rule 403 (**SR AQ-3**), watering for dust control is included in the emissions calculations.

Additionally, while not quantified, it is noted that construction contractors must also comply with SCAQMD Rules 401, Visible Emissions (**SR AQ-2**) and 402, Nuisance (**SR AQ-3**); no quantitative reductions of particulate emissions are assumed for these rules. All remediation and construction-related activities on the Project Site would be subject to SCAQMD Rule 1466 (**SR AQ-8**), requiring ambient PM<sub>10</sub> monitoring, dust control measures, notification, signage, and recordkeeping requirements. The Project would also comply with SCAQMD Rule 1166 (**SR AQ-7**), requiring that an approved mitigation plan be obtained from SCAQMD prior to excavation of equipment of materials containing VOC material, handling or storage of VOC-contaminated soil, or treatment of VOC-contaminated soil.

The regional emissions thresholds that are presented above within Table 4.2-4 are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and the intensity of construction activities are important in ensuring analysis of worst-case (i.e., maximum daily emissions) scenarios. Project activities (e.g., grading, building construction) are identified by start date and duration. Each activity has associated off-road equipment (e.g., backhoes, loaders, cranes) and on-road vehicles (e.g., haul trucks, concrete trucks, worker commute vehicles). Detailed construction assumptions and CalEEMod inputs and outputs can be found in Appendix C-3. Construction activities for purposes of analyzing the Project's air quality impacts commenced in August of 2020 and concluded in January of 2021, which constituted the period of the surcharge activities. The surcharge activities included the import of 12,000 cubic

yards of soil as well as the grading of on-site materials. Construction of the Project is scheduled to resume in December 2024 and end in July 2026. The CalEEMod input for construction emissions was based on Project-specific construction assumptions and default assumptions derived from CalEEMod, as summarized below. The construction phases detailed below are inclusive of all actions required by the Response Plan, discussed previously in Section 3.0, Project Description, and Section 4.8, Hazards and Hazardous Materials.

- Surcharge activities, which have occurred previously over a span of 89 days from August 2020 to January 2021 and generated an average of 25 worker trips per day and 34 round trips per day for the import of soil (worker trips in CalEEMod are all one-way [ICF 2022]). Non-default (Project-specific) equipment used during this phase included one Tier-4 excavator, two Tier-3 dozers, one Tier-3 track ripper, four Tier-3 scrapers, one Tier-4 skip loader, one Tier-4 Bobcat, and three Tier-3 water trucks.
- Mass grading activities would occur upon approval of the Project and issuance of grading permits for 130 days and would generate an average of 30 worker trips per day and 12 round trips per day for the import of soil. Project-specific equipment used during this phase would include two excavators, two dozers, one track ripper, three scrapers, two skip loaders, two Bobcats, and three water trucks.
- Building construction would occur upon approval of the Project and issuance of building permits and would take approximately 305 days and would generate an average of 67 worker trips per day, 34 vendor trips per day (which are defined as trips consisting of cement and water trucks [ICF 2022]), and six hauling trips (which consist of trips made by haul trucks hauling earth excavated from a construction site). Haul trips are separate from vendor trips, as haul trucks are not considered as part of the vendor truck fleet. Project-specific equipment used during this phase would include one crane, one skytrack, four manlifts, and 90 concrete trucks per pour.
- Paving would occur during the building construction phase and would take approximately 44 days and would generate an average of 5 worker trips per day and three hauling trips. Project-specific equipment used during this phase would include two paving machines, 14 paving trucks, and three concrete trucks per day.
- Architectural coating would occur during the building construction and paving phase and would take approximately 44 days and would generate 13 worker trips per day. Project-specific equipment used during this phase would include two manlifts and two skytracks.
- Construction soil hauling truck trips were estimated based on the grading phase length and an estimated soil import of approximately 18,000 cubic yards for remediation and soil foundation requirements, of which 12,000 cubic yards was already imported during the Surcharge phase of construction. Approximately 6,000 cubic yards of earth required to balance the Site would occur during the Project's grading phase.
- Project-specific construction assumptions include utilizing a 10-hour construction workday<sup>6</sup>.

Construction impacts would occur within the Project Site boundaries. Construction staging would be located on-Site. Additional input details are included in Appendix C-3.

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<sup>6</sup> This assumption of a 10-hour construction work day was utilized based on City Code and the allowable work hours of 7:00 A.M. to 7:00 P.M., assuming two hours per day for breaks. Actual work hours are expected to be less than this assumption. Therefore, this analysis is conservative and actual emissions are expected to be lower than those represented in this analysis.

Maximum daily construction emissions during the peak workday (the day where emissions are highest due to the combination of number and types of construction equipment), are shown in Table 4.2-5, Estimated Unmitigated Maximum Daily Construction Emissions, below.

**TABLE 4.2-5  
ESTIMATED UNMITIGATED MAXIMUM DAILY CONSTRUCTION EMISSIONS  
(LBS/DAY)**

Year	VOC	NOx	CO	SOx	PM10	PM2.5
<b>Unmitigated Emissions</b>						
2020	10	112	77	<1	11	7
2021	9	102	72	<1	11	6
2024	7	68	60	<1	9	5
2025	7	70	72	<1	10	5
2026	5	18	26	<1	2	1
<b>Maximum</b>	<b>10</b>	<b>112</b>	<b>77</b>	<b>&lt;1</b>	<b>11</b>	<b>7</b>
<b>SCAQMD Daily Thresholds (Table 4.2-4)</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.						
Source: SCAQMD 2023 (Thresholds). CalEEMod data in Appendix C-3.						

As shown above, all criteria pollutant emissions would be less than their respective thresholds apart from NOx. Thus, impacts to regional construction emissions at the Project Site would be potentially significant.

### **Operational Emissions – Regional**

Operational emissions are comprised of area, energy, and mobile source emissions at full buildout of the Project. Area and energy source emissions are based on CalEEMod assumptions for the specific land uses and size. Area sources include landscape maintenance equipment, consumer products, and architectural coatings used for routine maintenance. The principal area source of VOC emissions associated with the Project would result from the use of consumer products for routine cleaning; the major area source of CO emissions would be landscaping equipment. Energy emissions are from electricity consumption.

Mobile source emissions for the Project are based on estimated Project-related trip generation forecasts, as contained in the Project's Traffic Impact Analysis (Psomas 2024c) and CalEEMod defaults. The Project would generate an average of 399 daily trips. Estimated maximum daily operational emissions for the Project are shown in Table 4.2-6, Estimated Maximum Daily Operational Emissions, using the CalEEMod model. The calculations are shown for buildout year 2026.

**TABLE 4.2-6  
ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS**

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Mobile sources	1	1	11	<1	3	1
Area sources	<1	<1	<1	<1	<1	<1
Energy sources	<1	<1	<1	<1	<1	<1
Water sources	<1	<1	<1	<1	<1	<1
Waste sources	1	1	10	<1	3	1
<b>Total Operational Emissions*</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>&lt;1</b>	<b>3</b>	<b>1</b>
<i>SCAQMD Significance Thresholds (Table 4.2-4)</i>	55	55	550	150	150	55
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District. * Some totals may not add due to rounding. Note: CalEEMod model data sheets are included in Appendix C-3.						

Therefore, as estimated maximum daily operational emission would be below the applicable SCAQMD thresholds, impacts related to operational criteria pollutant emissions would be less than significant.

### **Mitigation Measures**

**MM AIR-1** For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.

### **Level of Significance after Mitigation**

Construction Criteria Pollutant Emissions: To reduce emissions occurring during the construction of the Project, the Project shall implement **MM AIR-1**, which requires the use of a minimum of Tier 3 or equivalent off-road engine emission standards for construction activities that have already occurred (Surcharge Activities) and Tier 4 off-road engine emissions standards for construction equipment used in all future construction activities. As shown in Table 4.2-7, Estimated Mitigated Maximum Daily Construction Emissions, below, with implementation of **MM AIR-1**, all criteria pollutant emissions would be below the SCAQMD significance thresholds. Therefore, construction related air pollutant emissions impacts would be less than significant with implementation of **MM AIR-1**.

**TABLE 4.2-7  
ESTIMATED MITIGATED MAXIMUM DAILY CONSTRUCTION EMISSIONS  
(LBS/DAY)**

Year	VOC	NOx	CO	SOx	PM10	PM2.5
<b>Mitigated Emissions (with implementation of MM AIR-1, as Amended)</b>						
2020	3	69	77	<1	9	5
2021	3	68	77	<1	9	5
2024	2	13	69	<1	6	3
2025	2	18	88	<1	7	3
2026	4	8	31	<1	1	<1
<b>Maximum</b>	<b>4</b>	<b>69</b>	<b>88</b>	<b>&lt;1</b>	<b>9</b>	<b>5</b>
<b>SCAQMD Daily Thresholds (Table 4.2-4)</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.						
Source: SCAQMD 2023 (Thresholds). CalEEMod data in Appendix C-3.						

Operational Criteria Pollutant Emissions: A less than significant impact would occur and therefore no mitigation is necessary.

**Impact Comparison Summary:** The EIR concluded that the Project would result in less than significant impacts with mitigation incorporated pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified less than significant impacts with mitigation incorporated pursuant to this threshold.

**Threshold 4.2c: *Would the project expose sensitive receptors to substantial pollutant concentrations?***

A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants, and toxic air contaminants.

**Carbon Monoxide Hotspot**

In an urban setting, vehicle exhaust is the primary source of CO. (USEPA 2023d) Consequently, the highest CO concentrations generally are found close to congested intersections (USEPA 1992). Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (e.g., congested intersection) increases. Therefore, for purposes of providing a conservative worst-case impact analysis, CO concentrations typically are analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts also would be less than significant at more distant sensitive-receptor and other locations. An initial screening procedure is provided in the *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) to determine whether a project poses the potential to generate a CO hotspot (UCD ITS 1997). The key criterion is whether the Project would

worsen traffic congestion at signalized intersections operating at level of service (LOS) E or F. If a project poses a potential for a CO hotspot, a quantitative screening is required.

As discussed in the Project's Traffic Impact Analysis included as Appendix M of this DEIR, the two study intersections are expected to operate with Levels of Service D or better in the opening year with or without the project (Psomas 2024c). As such, the Project is not considered to worsen traffic congestion to levels that would result in a CO hotspot. There would be no potential for a CO hotspot or exposure of sensitive receptors to substantial, Project-generated local CO emissions. Therefore, there would be no impact.

### **Criteria Pollutants from On-Site Construction and Project Operation**

#### ***Construction Emissions – Local/Ambient Air Quality***

The localized effects from the onsite portion of daily construction were evaluated at receptor locations potentially impacted by the Project according to the SCAQMD's localized significance threshold (LST) method, which utilizes onsite emissions rate look up tables and Project-specific modeling, where appropriate (SCAQMD 2008). The LST method was developed by the SCAQMD as a streamlined approach to assessing localized air pollutant concentrations without the use of time intensive detailed air pollutant dispersion modeling. LSTs are applicable to the following criteria pollutants: NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest receptor. For the LST CO and NO<sub>2</sub> exposure analysis, receptors who could be exposed for 1 hour or more are considered, such as residential units, hospitals, assisted living, and congregate care. For PM<sub>10</sub> and PM<sub>2.5</sub> exposure analysis, receptors who could be exposed for 24 hours are considered, such as residential units, hospitals, assisted living, and congregate care. The mass rate look-up tables were developed for each source receptor area and are used to determine whether a project may generate significant adverse localized air quality impacts. As discussed previously, the closest receptors are residential and school uses located to the east of the Project Site. The City of Long Beach is in source-receptor area 4, South Coastal LA County. The SCAQMD provides LST mass rate look-up tables for projects that are less than or equal to five acres. For projects that exceed five acres, the five-acre LST lookup values can still be used as a screening tool to determine which pollutants require detailed analysis (Krause 2018). Although the Project Site is larger than five acres, SCAQMD recognizes the efficacy of using the LST for larger sites if it is demonstrated that the calculated Project emissions would be less than the five-acre site emissions limits. The SCAQMD released guidance titled "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" which provides clarification that acreage is based on the daily soil disturbance area for each piece of equipment during each construction phase. If a project exceeds the LST look-up values, then the SCAQMD recommends that project-specific localized air quality modeling be performed. . Based on this methodology, the Project's construction would not disturb more than 5 acres per day, making it appropriate to apply the LST look-up tables to the Project Site.

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered (SCAQMD 2008). Consistent with the SCAQMD's Final Localized Significance Threshold Methodology, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts (SCAQMD 2008). The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level proposed projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. (SCAQMD 2008).

The LST analysis for the Project Site is shown in Table 4.2-8, Localized Construction Pollutant Emissions. As shown in Table 4.2-8, localized emissions would be less than their respective SCAQMD LSTs for all four pollutants. Thus, impacts would be less than significant.

**TABLE 4.2-8  
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS  
(LBS/DAY)**

	<b>NOx</b>	<b>CO</b>	<b>PM10</b>	<b>PM2.5</b>
Surcharge (Site Preparation) [2020] Emissions	109	74	11	7
<b>SCAQMD LSTs for Surcharge (Site Preparation)*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Surcharge (Site Preparation) [2021] Emissions	99	70	10	6
<b>SCAQMD LSTs for Surcharge (Site Preparation)*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Grading (2024) Emissions	68	58	8	5
<b>SCAQMD LSTs for Site Grading*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Grading (2025) Emissions	59	54	8	5
<b>SCAQMD LSTs for Site Grading*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Building Construction (2025) Emissions	19	21	<1	<1
<b>SCAQMD LSTs for Building Construction*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Building Construction (2026) Emissions	19	21	<1	<1
<b>SCAQMD LSTs for Building Construction*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Paving (2026) Emissions	4	5	<1	<1
<b>SCAQMD LSTs for Paving*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Architectural Coatings (2026) Emissions	3	4	<1	<1
<b>SCAQMD LSTs for Architectural Coatings*</b>	<b>119</b>	<b>2,045</b>	<b>44</b>	<b>11</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; LST: Localized Significance Threshold.				
* Thresholds for Source Receptor Area 4, South Coast LA County, 5-acre site disturbance, 55-meter receptor distance for all construction phases. The 55-meter receptor distance was used to account for the distance between the closest point at which construction activities would occur and the nearest sensitive receptor.				
Source: SCAQMD 2009.				

### **Operations Phase Localized Significance Thresholds**

The SCAQMD has also developed LSTs to assess potential local impacts to nearby sensitive receptors from on-site emissions of NO<sub>2</sub>, CO, PM10, and PM2.5 generated during the operations phase. The operations phase LST analysis was assessed at the closest receptor to the Project Site, which includes the single-family residences, located 160 feet to the east of the Project Site along the east side of Del Mar Avenue. Other sensitive receptors located within close proximity to the Project Site include Los Cerritos Elementary School, located 170 feet to the east of the Project Site and Los Cerritos Park, located 345 feet east of the Project Site. The emissions thresholds are for receptors within 55 meters (180 feet) of the Project Site; the thresholds for



receptors farther away would be higher, and the Project emissions would be a smaller fraction of the thresholds. Table 4.2-9, Operations Phase Localized Significance Threshold Emissions, shows the maximum daily on-site emissions for operational activities compared with the SCAQMD LSTs with receptors within 55 meters.

**TABLE 4.2-9  
OPERATIONS PHASE  
LOCALIZED SIGNIFICANCE THRESHOLD EMISSIONS**

Emissions and Thresholds	Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
<b>Project maximum daily on-site emissions</b>				
Area	<1	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile <sup>1</sup>	<1	<1	<1	<1
<b>Total</b>	<b>&lt;1</b>	<b>1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>Localized Significance Threshold</b>	<b>119</b>	<b>2,045</b>	<b>10</b>	<b>3</b>
<b>Exceed threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; <sup>1</sup> Onsite mobile emissions are conservatively assumed to be 5% of the total on- and off-site emissions. Note: Data is for SCAQMD Source Receptor Area 4, South Los Angeles County Coastal Source: SCAQMD 2009 (thresholds); see Attachment A for CalEEMod model outputs.				

As shown in Table 4.2-9, local emissions generated during Project operations would be below the LSTs; therefore, no significant impacts would result.

### **Toxic Air Contaminant Emissions from On-Site Construction and Project Operations**

A Health Risk Assessment (HRA) was prepared for the Project and can be found in Appendix C-2. According to the HRA, construction activities would result in short-term, Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; building construction; and the application of architectural coatings. The operations phase would also result in the emissions of DPM associated with diesel-fueled recreational vehicles. CARB identified DPM as a TAC in 1998 (CARB 2008). The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

The results of the HRA from the Project's unmitigated construction and operations related emissions are summarized below in Table 4.2-10, Unmitigated Health Risk at the Maximally Impacted Sensitive Receptor. This table shows the maximum cancer risk levels and the chronic non-cancer exposure for construction activities, prior to implementation of mitigation, as well as for Project operation at the Maximally Exposed Impacted Resident (MEIR).

Cancer risk associated with construction activities is due to the diesel exhaust from the operation of large offroad construction vehicles. The operations phase of the Project would involve the use

of diesel associated with RVs. The amount of vehicular diesel usage assumed in the quantification for the HRA is conservative considering that the State of California is phasing out the sale of new gasoline and diesel vehicles as part of the CARB's Advanced Clean Car II Rule. Unmitigated cancer and noncancer health risk were assessed based on emissions occurring during the construction and operations phases of the Project, prior to implementation of mitigation.

The MEIR describes the highest impacted residential use nearest to the Project Site. The MEIR is located to the northeast of the Project Site at residences closest to the Project Site and would be exposed to a total risk level of 25 in a million prior to implementation of mitigation, which is greater than the SCAQMD's significance threshold of 10 in a million.<sup>7</sup> . In addition, the HRA analyzed the potential for noncancer health effects and found that these effects would be below the SCAQMD's thresholds for both the construction and operations phases of the Project.

**TABLE 4.2-10**  
**UNMITIGATED HEALTH RISK AT THE MAXIMALLY IMPACTED SENSITIVE RECEPTOR**

Receptor	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Exposure
<b>Maximally Exposed Impacted Resident</b>		
Unmitigated Construction Activities	25	<0.1
Operations Phase Activities	<0.1	<0.1
<b>SCAQMD Significance Threshold</b>	<b>10</b>	<b>1</b>
<b>Exceeds Threshold?</b>	<b>Yes</b>	<b>No</b>
Source: See Attachment C for the HRA model output		

As shown above, while the HRA determined that noncancer health effects would be below the SCAQMD's thresholds for both the construction and operations phases of the Project, without implementation of mitigation, the Project would exceed the SCAQMD's significance threshold for Maximum Cancer Risk resulting in a potentially significant impact.

As further discussed in Section 4.8, Hazards and Hazardous Materials, it is also known that toxics including arsenic and lead are present in the soils onsite, and could be subject to disturbance during construction, resulting in a potentially significant impact.

### **Mitigation Measures**

**MM AIR-1** For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the

<sup>7</sup> **MM AIR-1** as written in the MND required the use of Tier 3 or better engines for construction activities; all engines used in the creation of the surcharge pile were Tier 3 or greater, consistent with this measure. As discussed above, **MM AIR-1** has been amended to require the use of Tier 4 or better engines for all remaining construction activities. The unmitigated air quality results within this EIR represent emissions that would result from the use of average engine tiers for all Project construction activities, both past and future. The mitigated air quality results within this EIR represent emissions resulting from a) the actual equipment types and engine tiers that were used in the creation of the surcharge pile and b) the use of Tier 4 or better engines for all future construction activities, consistent with **MM AIR-1**, as amended.

Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

### **Level of Significance after Mitigation**

Carbon Monoxide Hotspots: No impact would occur and therefore no mitigation is required.

Criteria Pollutants: A less than significant impact would occur and therefore no mitigation is required.

Toxic Air Contaminants: To reduce impacts related to TACs, the Project would be required to implement **MM AIR-1** which requires the use of a minimum of Tier 3 or equivalent off-road engine emission standards for construction activities that have already occurred (Surcharge Activities) and Tier 4 off-road engine emissions standards for construction equipment used in all future construction activities. Mitigated cancer health risk was assessed based on emissions occurring during the construction and operations phases of the Project, with the implementation of **MM AIR-1**. The estimated distribution of mitigated cancer risk is shown below in Exhibit 4.2-1, Estimated Cancer Risk. This exhibit depicts the mitigated cancer risk levels at the MEIR as well as for the areas adjacent to the Project Site. As shown in Exhibit 4.2-1, cancer risk values decrease with distance due to air pollutant dispersion from the construction areas at the Project Site. The MEIR for mitigated conditions is also located to the northeast of the Project Site at residences located closest to the Project Site. As shown below in Table 4.2-11, Mitigated Health Risk at the Maximally Impacted Sensitive Receptor, with implementation of **MM AIR-1**, the MEIR would be exposed to a total risk level of 8 in a million, which is less than the SCAQMD's significance threshold of 10 in a million.<sup>8</sup>

**TABLE 4.2-11  
MITGATED HEALTH RISK AT THE MAXIMALLY IMPACTED SENSITIVE RECEPTOR**

Receptor	Maximum Cancer Risk (Risk per Million)	Chronic Non-Cancer Exposure
<b>Maximally Exposed Impacted Resident</b>		
Unmitigated Construction Activities	25	<0.1
Mitigated Construction Activities	8	<0.1
Operations Phase Activities	<0.1	<0.1
<b>SCAQMD Significance Threshold</b>	<b>10</b>	<b>1</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>
Source: See Attachment C for the HRA model output		

<sup>8</sup> This risk level is considered conservative as the assumption of a 10-hour construction work day was utilized based on City Code and the allowable work hours of 7:00 A.M. to 7:00 P.M., assuming two hours per day for breaks. Actual work hours are expected to be less than this assumption. Therefore, this analysis is conservative and actual emissions/risk levels are expected to be lower than those represented in this analysis.





## Estimated Cancer Risk

*Pacific Place Project*



0 150 300  
Feet

Exhibit 4.2-1



As such, with implementation of **MM AIR-1**, which requires the use of a minimum of Tier 3 or equivalent off-road engine emission standards for construction activities that have already occurred (Surcharge Activities) and Tier 4 off-road engine emissions standards for construction equipment used in all future construction activities, impacts would be reduced to a less than significant level.

Additionally, specific to air quality, implementation of **MM HAZ-1** would control potential exposures of off-Site receptors to impacted soils and sump materials through implementation of a Soil Management Plan, and Excavation Management Plan, and would be monitored through an Ambient Air Monitoring Plan. Therefore, potential significant impacts related to exposure to TACs and soil-based toxics would be reduced to less than significant with implementation of **MM AIR-1** and **MM HAZ-1**,

**Impact Comparison Summary:** The EIR concluded that the Project would result in less than significant impacts with mitigation incorporated pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified less than significant impacts pursuant to this threshold.

**Threshold 4.2d:      *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

The Project would not result in other emissions that would adversely affect a substantial number of people. Objectionable odors are generally associated with agricultural activities; landfills and transfer stations; the generation or treatment of sewage; the use or generation of chemicals; food processing; or other activities that generate unpleasant odors (SCAQMD 1993).

During construction, the Project would operate equipment that may generate odors resulting from onsite construction equipment's diesel exhaust emissions or paving operations. However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance.

The Project would include a dump station for recreational vehicles parked onsite. The dump station would be connected to the City sewer system. The use of the dump station is a potential source of odors due to the transfer of solid waste from the RV to the dump station. However, the release of odors would be minimized due to the use of a dump station cover which would have seals to prevent the escape of objectional odors. The seals would only be opened momentarily when connected to the RV transfer hose. The use of the dump station would also minimize the potential for odors due to the infrequent use of this facility (estimated 2-3 times week) and the substantial distance (approximately 500 feet) of this facility from the nearest offsite school or residence. The Project would also be regulated from nuisance odors and other objectionable emissions by SCAQMD Rule 402 (**SR AQ-2**). Rule 402, Nuisance, prohibits discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. The Project would be required to comply with Rule 402, which would ensure that no significant odor impacts would result. Therefore, other emissions would be considered less than significant.

**Mitigation Measures**

No mitigation measures are required.



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### **Level of Significance after Mitigation**

Other Emissions: A less than significant impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The EIR concluded that the Project would result in less than significant impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified less than significant impacts pursuant to this threshold.

#### **4.2.4 CUMULATIVE IMPACTS**

SCAQMD's policy with respect to cumulative impacts associated with criteria pollutants and their precursors is that impacts that would be directly significant would also be cumulatively significant (SCAQMD 2003). The Project would not result in a generation of employment that would exceed the assumptions made by both the SCAQMD and SCAG and consequently would not be cumulative considerable. As shown in Tables 4.2-5 through 4.2-11 and discussed above, the Project's regional and localized construction and operational emissions would be potentially significant prior to implementation of mitigation. Furthermore, odors emanating from the dump station would be less than significant with compliance with SCAQMD Rule 402 (**SR AQ-2**) and would not contribute to a cumulative odor impact. Thus, prior to implementation of mitigation, the cumulative construction and operational impacts of the Project would be potentially significant.

#### **Mitigation Measures:**

- MM AIR-1** For construction activities that have already occurred (Surcharge Activities) onsite equipment shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. For all future construction activities, prior to the issuance of each grading permit, the Applicant shall provide construction plans and specifications demonstrating that onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 4 off-road engine emissions standards.
- MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

#### **Level of Significance after Mitigation:**

Cumulative Impacts: The Project, as well as other projects in the area, would be required to comply with all applicable federal, State, and local regulations relating to air quality. Further, the Project and other cumulative projects would be subject to existing and future enforcement by the appropriate regulatory agencies. The Project's contribution of cumulative impacts related to air quality would not be significant because, as discussed in Thresholds 4.2a through 4.2d, above, Project impacts would be reduced to less than significant with implementation of **MM AIR-1** and **MM HAZ-1**. Therefore, with implementation of mitigation, the Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact.

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## 4.3 BIOLOGICAL RESOURCES

This section discusses the existing biological resources setting and assesses the Project's potential impacts related to biological resources that could result from the construction and operation of the Project.

The following analysis is derived from the *Biological Resources Assessment, North Pacific Place Self Storage Facility, City of Long Beach, California (BRA)* prepared by FirstCarbon Solutions (FCS), dated June 6, 2024 (FCS 2024, included as Appendix D-1). Previous biological studies include the *Biological Resources Assessment for the Artesia Parcels* completed by LSA on April 8, 2020 (LSA 2020a, included as Appendix D-6) and a *Biological Constraints Letter Report for the McDonald Parcels* completed by Psomas on April 23, 2020 (Psomas 2020, included as Appendix D-5), the Jurisdictional Delineation for 3701 North Pacific Place Project prepared by South Environmental on October 10, 2023 (South Environmental 2023, Appendix D-2), the *Focused Special-Status Plant Species for the Industrial Self-Storage/RV Parking Project at 3701 Pacific Place, Long Beach, California* prepared by LSA on August 21, 2020 (LSA 2020b, included as Appendix D-4), and the *Crotch Bumblebee Visual Survey for the Industrial Self Storage/RV Parking at 3701 Pacific Place, Long Beach, California* prepared by LSA on September 11, 2020 (LSA 2020c, included as Appendix D-3).

### 4.3.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION

#### MND for the Pacific Place Project

The Biological Resources analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to biological resources after implementation of mitigation.

According to the MND, Prior Project development would impact one special status plant species identified on-site – the southern tarplant. Additionally, Prior Project development also has the potential to impact the special status plant species determined to have low potential to occur onsite including Horn's milk-vetch, Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, coast woolly-heads, estuary seablite, and San Bernardino aster; and impact the special status animal species including the crotch bumblebee, western tidal-flat tiger beetle, sandy beach tiger beetle, western beach tiger beetle, coast horned lizard, California brown pelican, Palos Verde blue butterfly, burrowing owl, Yuma myotis, Mexican free-tailed bat, western yellow bat, silver-haired bat, and big free-tailed bat. The MND stated that most of these species are not expected to occur onsite due to lack of suitable habitat. However, as impacts to the special-status southern tarplant and animal species could be potentially significant, the MND identified mitigation measures **MM BIO-1** through **MM BIO-5**, which would reduce these impacts to less than significant.

The MND stated that no sensitive natural communities or riparian habitat jurisdictional to the CDFW were identified on-site, and no impact would occur.

Additionally, the MND stated that no wetlands jurisdictional to the USACE or the CDFW are present on the Project Site, and no impact would occur.

Related to wildlife corridors and nursery sites, the MND stated that the Project Site is fenced and mainly isolated from surrounding areas by two freeways and the Metro A Line tracks, and would not result in impacts to wildlife movement corridors. However, as stated in the MND, vegetation onsite has the potential to be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503, resulting in a potentially significant

impact. According to the MND, with implementation of **MM BIO-4**, impacts related to nesting birds would be less than significant.

The MND explained that the Prior Project would not conflict with applicable local policies or ordinances, including the City of Long Beach Municipal Code Chapter 14.28, *Trees and Shrubs*, as there are no trees located on City property or along City streets. Therefore, the MND stated the Prior Project would not impact any local policies or ordinances pertaining to biological resources.

As stated in the MND, the Project Site is not located within a habitat conservation plan or natural community conservation plan, and therefore no impact would occur.

### **MND Mitigation Measures**

**MM BIO-1** For the Artesia Parcels, a survey for special status plant species shall be conducted during their peak blooming period and prior to construction activities to determine the extent which southern tarplant occurs in the survey area. If this species is observed, the population shall be avoided, if possible. If the population would be impacted, mitigation may be required depending on the number of individuals that would be impacted as compared to the number known in the project region. Mitigation for special status plants could consist of collection of seed or salvage of individuals prior to project construction. For southern tarplant, the Applicant shall ensure that one of the following two mitigation alternatives be implemented to offset potential impacts to the southern tarplant:

- Provided the following mitigation opportunity exists, Artesia Acquisition Company, LLC, (Developer) will pay a specified in-lieu fee to a conservation agency or other similar entity as part of a mitigation bank program (or equivalent conservation program) for the permanent preservation and conservation of the southern tarplant. The amount of the in-lieu fee will be determined in consultation between the Developer and the applicable conservation agency/entity and will be based on a 1:1 mitigation ratio, or no net loss of southern tarplants.
- In the absence of the preceding mitigation alternative, the Developer will preserve in place those southern tarplant individuals not to be impacted by the proposed project and will translocate those southern tarplant individuals to be impacted to a suitable location, which will be determined by the Developer in collaboration with the Project Biologist. This mitigation alternative will require the preparation of a detailed Southern Tarplant Mitigation/Translocation Plan (Plan) by the Project Biologist, who will be a qualified biologist, having demonstrated past project experience with the southern tarplant and preferably translocation of the southern tarplant. At a minimum, the Plan will address the goals/objectives of the mitigation, locations of the translocation “donor” and “receptor” sites, mechanism or instrument for permanent preservation of the translocation receptor site, implementation of the translocation tasks (e.g., topsoil salvage and possibly seed collection), monitoring of the receptor site, maintenance activities (e.g., weed abatement), performance standards, and documentation. The Developer and the California Environmental Quality Act (CEQA) Lead Agency (i.e., the City of Long Beach [City]) will review and approve the Plan prior to the start of project construction. This Plan will ensure no net loss of southern tarplant individuals, and topsoil salvage and/or seed collection will occur prior to any ground-disturbance activities.

- MM BIO-2** For the McDonald Trust Parcels, a survey for special status plant species shall be conducted during their peak blooming period and prior to construction activities to determine whether the following species occur in the survey area: southern tarplant, Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, and San Bernardino aster. If any of these species are observed, the population shall be avoided, if possible. If the population would be impacted, mitigation may be required depending on the number of individuals that would be impacted as compared to the number known in the project region.
- MM BIO-3** For the McDonald Trust Parcels, a survey for Crotch's bumble bee shall occur prior to construction activities during the Crotch's bumble bee active period (i.e., March to July). The survey will be a visual survey conducted by a qualified Biologist (i.e., one with experience in the identification of bee species). The Biologist will search for Crotch's bumble bee activity and the presence of ground nests. If a ground nest is observed, it will be protected in place until it is no longer active as determined by a Biologist. Unless a determination has been made by CDFW that the Crotch's bumble bee will not be listed as a special status species, the Applicant shall consult with CDFW to obtain a take permit for Crotch's bumble bee.
- MM BIO-4** In order to avoid impacts on nesting birds, construction shall be scheduled to begin outside the peak nesting season (i.e., between September 1 and January 31), if feasible. If construction activities must occur during the peak nesting season (i.e., February 1 to August 31), a pre-construction nesting bird survey should be conducted by a qualified Biologist within three days prior to vegetation removal or commencement of construction activities. If the Biologist finds an active nest within or adjacent to the construction area, the Biologist will identify an appropriate protective buffer zone around the nest depending on the sensitivity of the species, the nature of the construction activity, and the amount of existing disturbance in the vicinity.
- MM BIO-5**
- A. An acoustic survey and exit counts shall occur prior to removal of trees (at any time of year) to determine if they are being used by bats. These surveys should begin at least 30 minutes prior to sunset and should continue until at least an hour after sunset. If bats are roosting in the trees, avoidance and minimization measures would be recommended to minimize effects on roosting bats. The specific exclusion measures recommended would be based on the results of the acoustic survey.
  - B. To avoid impacts on maternity roosts, tree removal shall occur outside the bat maternity season if feasible and in a manner that does not impede construction activities (i.e., April through August). Trees that are being used by roosting bats and those within 200 feet of an active roost will not be removed during the maternity season in order to avoid impacts on an active maternity roost, which may include juvenile bats that cannot fly, if feasible and in a manner that does not impede construction activities.
  - C. A qualified bat Biologist shall be present during removal of palm trees. During removal of palm trees, dead palm fronds should be removed prior to felling the tree. To the greatest extent possible, the drop distance of palm fronds should be minimized to minimize the potential for injury of bats that may be roosting in the fronds. The Biologist will examine the palm fronds immediately following their removal for torpid (dormant) bats.

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## **Court Ruling Regarding Biological Resources**

Two environmental groups, Riverpark Coalition and Los Angeles Waterkeeper, petitioned the Superior Court of California to stop the Prior Project, asserting that the City failed to comply with its CEQA processing obligations under Public Resources Code Section 21000, *et seq.*, when it approved the Prior Project. The petition was granted by the Court based, in part, on its finding that the Prior Project would have a significant impact on biological resources and that the proposed and above-described mitigation measures were not adequate to mitigate potential biological impacts.

### **4.3.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The Project Site is situated adjacent to the LA River channel and approximately 5 miles north of San Pedro Bay. The LA River is channelized with concrete-lined banks and flows into San Pedro Bay. In the area adjacent to the Project Site, the banks of the channelized Los Angeles River are fortified by earthen berms that rise approximately 20 feet above the adjacent grade. Elevation at the Project Site ranges between approximately 35 feet (10.7 meters) above mean sea level on the north side of the site to approximately 70 feet (21.3 meters) on the south side of the site. (FCS 2024)

As discussed further below in Methodology, the existing conditions on the Project Site were primarily established during the general biological survey, performed by FCS Senior Biologist Michael Tuma, PhD, and FCS Staff Biologist Kyle Killian on September 13, 2023 as part of the Project-specific BRA. Previous biological studies and surveys were conducted in 2020 and are discussed herein, as appropriate. (LSA 2020a, 2020b, and 2020c)

#### **Previous Biological Studies**

The previous Biological Resources Assessment (2020 BRA) completed by LSA on April 8, 2020 (LSA 2020a, included as Appendix D-6) described the Project Site as highly disturbed, including up to 10 feet of fill soils across the site and a predominance of non-native vegetation with scattered native plants. During the site survey conducted in early December 2019, approximately 250 southern tarplant individuals were observed on portions of the site. The 2020 BRA stated that habitat on the Project Site was “less than marginal” for Crotch’s bumblebee (*Bombus crotchii*) and Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*), and assessed the potential for occurrence of these species as “low.” The 2020 BRA also stated that there was a potential for burrowing owls (*Athene cunicularia*), Yuma myotis (*Myotis yumanensis*), Mexican free-tailed bat (*Tadarida brasiliensis*), and western yellow bat (*Lasiurus xanthinus*) to forage on the Project Site. The report further stated that the Project Site is absent of jurisdictional features. The 2020 BRA recommended conducting a rare plant survey, visual surveys for Crotch’s bumble bee, a pre-construction survey for nesting birds, and a pre-construction survey and monitoring program for special-status bats. The report further recommended that a salvage and relocation plan be developed and implemented for southern tarplant. (LSA 2020a)

Focused Special-Status Plant Species surveys were prepared by LSA on August 21, 2020 (LSA 2020b, included as Appendix D-4), and the report noted that a portion of the site that was not surveyed for rare plants was cleared by the Project Applicant on August 12, 2020. LSA reported that approximately 580 additional southern tarplant individuals were observed on areas of the Project Site where they had not been observed in 2019. LSA estimated that approximately 830 southern tarplant individuals occurred on the Project Site. As a result, LSA produced a Southern Tarplant Mitigation/Translocation Plan in August 2020, which detailed a procedure for



transplanting southern tarplants to a receptor site outside of the Project impact area, salvaging topsoil containing southern tarplant seedbank to be used at the receptor site, and collection of seeds from southern tarplants that would be used to seed the receptor site. (LSA 2020b)

Additionally, a Crotch Bumblebee Visual Survey was prepared by LSA on September 11, 2020 (LSA 2020c, included as Appendix D-3), and reported that a single male Crotch's bumble bee was observed foraging on flax-leaved horseweed flowers on the Project Site, and that no bumble bee nests were observed. (LSA 2020c)

### **History of Site Disturbances**

As further detailed in Section 4.8, Hazardous Materials, the Project Site has been subject to historical uses associated with oil production, partial cleanup and treatment efforts, and a golf learning facility. At the time of the LSA general biological survey on December 6, 2019, the southern portion of the Project Site supported ornamental vegetation and the former driving range was vegetated primarily in non-native, weedy species with a few scattered native species. (FCS 2024)

FCS reviewed historical aerial photography to reconstruct the history of recent disturbances at the Project Site related to biological resources. Aerial photographs obtained from Google Earth provided numerous views of the Project Site between 1994 and 2023. The imagery shows a pattern of surface disturbances at the site over the past 30 years. The aerial imagery shows that the majority of the Project Site exhibited a graded, bare surface in May 1995; an operational golf driving range with cultivated grass surface from 2002 through 2011; a ruderal, weedy surface between 2012 and 2016; a cleared, disturbed soil surface from 2017 through 2018; evidence of dumping of soil and debris over large portions of the Project Site in 2019; additional surface disturbances associated with off-road vehicle recreation in early 2020; and grading of the Project Site in late 2020. Portions of the Project Site show a return of ruderal vegetation in August 2021 and materials storage in July 2022. (FCS 2024)

As detailed in Section 3.0, Project Description, and Section 4.8, Hazardous Materials, the Surcharge Activities, which included grading, movement of onsite soil from the northern to southern portion of the Project Site, import of certified clean soil from offsite, and creation of the Surcharge Pile from the onsite and imported soils. The Surcharge Pile is located in the area of the Project's proposed self-storage building and occupies approximately 60,000 sf of the Project Site.

According to the BRA prepared in 2024 for the Project Site (2024 BRA), there are no portions of the site that contain an original soil surface or undisturbed natural vegetation community, and soil and debris have been imported and spread over the site. Because of the extensive changes to the soils and vegetation at the site, the potential for occurrence of special-status species is very low and likely restricted to those species that tolerate disturbances or flourish in early stage successional/ruderal situations. Likewise, special-status wildlife that may occur on the Project Site would be restricted to those that are tolerant of disturbed soil surfaces and non-native vegetation (FCS 2024)

### **Soils**

The Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) mapped two soil types (Urban land-Hueneme, drained-San Emigdio complex, 0 to 2 percent slopes; Urban land-Thums-Windfetch complex, 0 to 5 percent slope) on the Project Site, as shown on Exhibit 4.3-1, Soils Map. The Hueneme series soils are grayish brown, moderately alkaline, loamy fine sand and light sandy loam. The San Emigdio series soils are light brownish gray, moderately alkaline,



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Aerial Source: Bing Aerial Imagery. LSA, 2020

Source: First Carbon Solutions, 2023

## Soils Map

## Exhibit 4.3-1

Pacific Place Project



Map not to scale



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fine sandy loam. The Thums series soils are dark grayish brown, neutral to slightly alkaline, clay loam. The Windfetch series soils are dark brown, moderately acid, loam and clay loam. (FCS 2024)

## **Vegetation Communities and Land Use**

The Project Site consists predominantly of undeveloped but previously disturbed lands containing bare areas and stands of weedy, ruderal vegetation comprised predominantly of non-native, annual vegetation. The surface of the site is disturbed through grading that was accomplished in late 2020 following approval of grading permits for the Project. During the grading the Project Site was cleared of native vegetation, a large spoil pile was established in the southwest corner of the Project Site, and two drainage and/or catch basins were created. The area surrounding the Project Site is predominantly developed, with the exception of an area between the western border of the Project Site and the LA River channel, which includes disturbed lands supporting a remnant coast scrub community best described as big saltbush shrubland alliance. The vegetation communities and land cover types recorded on and adjacent to the Project Site are described below. A map showing vegetation communities and land cover types is presented in Exhibit 4.3-2, Vegetation Community/Land Cover Map. (FCS 2024)

### ***Ruderal/Bare***

Portions of the Project Site had been recently disked or subjected to repeated disturbances that resulted in cleared, bare ground that is being invaded by native and non-native ruderal species. Ruderal/bare areas were observed on the west and south sides of the Project Site as well as in adjacent areas within 500 feet of the Project Site. Species observed in ruderal areas included five horn bassia (*Bassia hyssopifolia*), flax-leaved horseweed (*Erigeron bonariensis*), Canada horseweed (*Erigeron canadensis*), prostrate pigweed (*Amaranthus blitoides*), cheeseweed mallow (*Malva parviflora*), red stem filaree (*Erodium cicutarium*), shortpod mustard (*Hirschfeldia incana*), and salt heliotrope (*Heliotropium curassavicum*), among others. (FCS 2024)

### ***Developed***

Developed lands are located within 500 feet of the Project Site, primarily to the west (residential), south (commercial), and east (industrial). A small portion of the Project Site near the southwest corner is mapped as developed. This area includes a yard with outbuildings and stored materials and appears to be occupied by a squatter. Developed areas are characterized by urbanization that includes a combination of a developed and hardscaped features, landscaped and manicured vegetation, and disturbed areas with bare soil surfaces supporting ruderal vegetation. Developed and hardscaped areas include buildings, paved roads, parking lots, and sidewalks. Manicured, landscaped areas typically feature street/shade trees, lawns, and shrubs with little or no exposed soil substrates. Irrigation and fertilization of landscaped areas allow for tropical and other non-native and ornamental species to flourish in urban areas. Trees are often grown in a spaced pattern with an open understory, and lawns are typically one species maintained at a continuous, uniform height. Shrubs are grown as spaced individuals or in tight rows that are hedged. Developed areas often include areas with bare soil surfaces and weedy vegetation primarily composed of non-native, annual plant species. Developed areas provide habitat to a low diversity of wildlife that are tolerant of human-modified environments. (FCS 2024)

Areas within 500 feet of the Project boundary contain developed lands, including a residential neighborhood to the north and east, I-405 to the south, and I-710 to the southwest. The landscaped areas of the residential neighborhoods contain ornamental trees, shrubs, and annual grasses and herbs, including Mexican fan palm (*Washingtonia robusta*), camphor tree (*Cinnamomum camphora*), guava (*Psidium guajava*), Queensland brush box (*Lophostemon*



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Aerial Source: Bing Aerial Imagery. LSA, 2020

Source: First Carbon Solutions, 2023

## Vegetation Community/Land Cover Map

Exhibit 4.3-2

Pacific Place Project



Map not to scale

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*confertus*), sweetgum (*Liquidambar styraciflua*), carrotwood (*Cupaniopsis anacardioides*), bottlebrush (*Callistemon spp.*), crepe myrtle (*Lagerstroemia sp.*), bougainvillea (*Bougainvillea sp.*), hibiscus (*Hibiscus sp.*), fountain grass (*Pennisetum setaceum*), society garlic (*Tulbaghia violacea*), and Bermuda grass (*Cynodon dactylon*), among others. Ruderal vegetation was observed in edges of the industrial developments, where species included a mixture of herbaceous vegetation, including prostrate pigweed, red stem filaree, red brome (*Bromus madritensis ssp. rubens*), and shortpod mustard. A hedgerow of swamp mahogany trees (*Eucalyptus robusta*) is situated along the southern border of the Project Site. (FCS 2024)

### **Big Saltbush Shrubland Alliance**

As detailed above, the areas surrounding the Project Site are predominantly developed, with the exception of an area between the western border of the Project Site and the Los Angeles River channel, which includes disturbed lands supporting a remnant coastal scrub community best described as big saltbush shrubland alliance. This community is recovering from previous and current surface disturbances at the site that included grading and shaping of the channelized Los Angeles River and current use of the area for recreational trails. Native perennial species observed in this community included big saltbush (*Atriplex lentiformis*), alkali goldenbush (*Isocoma acradenia*), mule fat (*Baccharis salicifolia*), California buckwheat (*Eriogonum fasciculatum*), lemonade berry (*Rhus integrifolia*), and California brittlebush (*Encelia californica*). Native, annual species include telegraph weed (*Heterotheca grandiflora*), southern tarplant, and cliff aster (*Malacothrix saxatilis*). Non-native, annual species included extensive stands of shortpod mustard, as well as scattered Maltese star thistle (*Centaurea melitensis*), perennial pepperweed (*Lepidium latifolium*), red brome, prostrate knotweed, and castor bean, among others. (FCS 2024)

### **Southern Tarplant Population**

FCS Biologists recorded a population of southern tarplants within the 500-foot buffer of the Project Site and outside of the Project Site boundaries. The tarplants were observed in the big saltbush shrubland community west of the Project Site and east of the Los Angeles River. Approximately 2,000 southern tarplant individuals were estimated to occur in this area.

As noted above, the southern tarplant population was previously recorded on the Project Site by LSA in 2019 and 2020, as shown on Exhibit 4.3-3, Southern Tarplant Population Extent. Approximately 250 tarplant individuals were recorded within an approximately 0.26-acre area in the northern portion of the Project Site in December 2019, and approximately 580 individuals were recorded in scattered locations within an approximately 0.23-acre area along the eastern boundary and in the central portion of the Project Site in August 2020. The above-ground portions of these tarplants were collected and stored and topsoil from an area supporting southern tarplants was collected and stockpiled on-site in late 2020 as described in the Southern Tarplant Mitigation/Translocation Plan prepared by LSA. (FCS 2024)

A portion of the south side of the Project Site was cleared of vegetation in August 2020 prior to the completion of rare plant surveys. LSA reported seeing southern tarplants in the debris pushed up during the vegetation clearing, though they could not ascertain how many plants were present prior to the clearing activities. Based on the condition of soils and vegetation in the cleared area that was depicted on an aerial photograph of the site taken in March 2020, the southern tarplants may have occurred over an area of approximately 1.2 acres within the cleared area. The density of southern tarplants recorded in other areas on and adjacent to the site is cumulatively 367 tarplants per acre. Given the size of the cleared areas that could have supported southern tarplants (1.2 acres) and density of tarplants on and adjacent to the site, it is conservatively estimated that approximately 445 individual tarplants occurred in the areas that were cleared. In



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## Southern Tarplant Population Extent

## Exhibit 4.3-3

Pacific Place Project



Map not to scale

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total, approximately 1,275 southern tarplants are estimated to have been removed from the Project Site.

## **Wildlife**

The vegetation community and land cover types on the Project Site provide habitat for wildlife species that are tolerant of disturbed areas within urbanized areas. Additionally, the anthropogenic features adjacent to the Project Site (buildings and ornamental trees) could provide habitat for several wildlife species. Wildlife activity during the general biological survey was low and few species were observed. The following discussions regarding the wildlife species observed within the Project Site are organized by taxonomic group. Each discussion contains representative examples of a particular taxonomic group either observed or expected to occur on-site. No special-status wildlife species were observed during the survey. (FCS 2024)

### ***Invertebrates***

Numerous butterfly (Lepidoptera) and dragonfly (Odonata) species were observed on-site. Other species that are likely to occur at the site year-round or during seasonal pulses include several species of beetles, flies, ants, bees, wasps, moths and butterflies, grasshoppers and crickets, and spiders and tarantulas, among others. (FCS 2024)

### ***Amphibians and Fish***

No amphibian or fish species were observed on-site during the general biological reconnaissance surveys. Because of the urbanized nature of the Project Site and vicinity and a lack of permanent or sufficient water sources, fish and amphibians are not expected to occur on-site. (FCS 2024)

### ***Reptiles***

One reptile species, western fence lizard (*Sceloporus occidentalis*) was observed on-site. Another common species that may occur on-site is woodland alligator lizard (*Elgaria multicarinata webbii*). (FCS 2024)

### ***Birds***

Several avian species were observed during the survey, including house finch (*Haemorrhous mexicanus*), Say's phoebe (*Sayornis saya*), black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), Lincoln's sparrow (*Melospiza lincolnii*), American kestrel (*Falco sparverius*), Cooper's hawk (*Accipiter cooperii*), and red-tailed hawk (*Buteo jamaicensis*). Other bird species expected to occur on-site include common species typical of the region and tolerant of anthropogenic activities and features, such as northern mockingbird (*Mimus polyglottos*) and lesser goldfinch (*Spinus psaltria*), and non-native species such as Eurasian collared dove (*Streptopelia decaocto*), rock pigeon (*Columba livia*), and European starling (*Sturnus vulgaris*). Birds may find nesting habitat throughout the Project Site on bare ground and in herbaceous stands, and in shrubs, and trees and on buildings and other structures adjacent to the site. (FCS 2024)

### ***Mammals***

Three mammal species were observed on-site during the field survey, including California ground squirrel (*Otospermophilus beecheyi*), coyote (*Canis latrans*; scat), and valley pocket gopher (*Thomomys bottae*; burrow). Numerous burrows of California ground squirrel were observed throughout the Project Site. (FCS 2024)

### **Regulated Trees**

No trees are present on-site that would allow bat roosting or the establishment of maternity roosts, nor were other structures present that could potentially support roosting by common or sensitive bat species or maternity roosts. (FCS 2024)

### **Wildlife Movement Corridors**

The majority of the Project Site consists of undeveloped land, but it is mostly surrounded by urbanized areas, roads, and highways to the west and south that limit wildlife movement through the Project Site. The Project Site itself does not serve as a wildlife movement corridor, though the adjacent property along the Los Angeles River channel may serve as a wildlife corridor for common species tolerant of human landscapes, such as coyote. (FCS 2024)

### **Jurisdictional Habitats**

There were no waters or wetland features detected on the Project Site during the general biological survey that would be considered potentially jurisdictional by USACE, nor any features that would be considered potentially jurisdictional by State regulatory agencies, including the RWQCB and/or the CDFW. No wetlands or jurisdictional drainages were depicted in the National Wetlands Inventory database or as blue-line streams on the Long Beach, California USGS 7.5-minute Topographic Quadrangle Map. Additionally, there were no vernal pools or other natural depressions observed on-site that could potentially support habitat for vernal pool species such as fairy shrimp. (FCS 2024)

A formal jurisdictional delineation of wetlands/waters was completed by South Environmental, which is included as Appendix D-2 of this Draft EIR. This investigation concluded that there are no features on the Project Site that would potentially be considered jurisdictional by USACE, CDFW, or RWQCB. (FCS 2024)

## **B. Regulatory Framework**

### **Federal**

#### ***Endangered Species Act***

The United States Fish and Wildlife Service (USFWS) has jurisdiction over species listed as threatened or endangered under the Endangered Species Act. Section 9 of the Endangered Species Act protects listed species from “take,” which is broadly defined as actions taken to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” The Endangered Species Act protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process. (FCS 2024)

A proposed project may acquire permission to “take” listed and candidate species through implementation of sections of the Endangered Species Act. If the proposed project is funded by, authorized by, or otherwise involves a federal agency, Section 7 requires those agencies to consult with the USFWS to ensure that the project does not jeopardize the future existence of any listed species. The consultation results in either a concurrence letter from USFWS stating that the proposed action does not jeopardize the species, or a Biological Opinion issued by USFWS that includes a defined limit of “take” of listed species that is authorized for the action. When there is no federal nexus to pursue Section 7 permissions, USFWS may authorize “take” of listed species



through Section 10, which allows private landowners, corporations, Native American Tribes, states, cities, and counties to implement projects that could affect listed species. Under this process, the project proponent seeks “take” permissions through completing and submitting for approval a Habitat Conservation Plan (HCP) approved by the USFWS. The HCP defines the project and potential for “take” of species, and outlines measures to mitigate or compensate for impacts that would occur during implementation of the project. Often a draft Implementing Agreement (IA) is included with the permit application for larger HCPs, such as a regional plan. An IA is a contract that describes the roles and responsibilities of the permit holder, the federal wildlife agency, and any other parties responsible for implementing the HCP. (FCS 2024)

### ***Migratory Bird Treaty Act***

The MBTA implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. All migratory birds and their nests are protected from take and other impacts under the MBTA. (16 United States Code [USC] § 703, et seq) (FCS 2024)

### ***Bald and Golden Eagle Protection Act***

The golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*) are afforded additional protection under the Eagle Protection Act, amended in 1973 (16 USC § 669, et seq.) and the Bald and Golden Eagle Protection Act. (16 USC §§ 668–668d) (FCS 2024)

### ***Clean Water Act***

#### **Section 404**

The United States Army Corps of Engineers (USACE) administers Section 404 of the federal Clean Water Act (CWA), which regulates the discharge of dredge and fill material into waters of the United States. The USACE has established a series of nationwide permits that authorize certain activities in waters of the United States if a proposed activity can demonstrate compliance with standard conditions. Normally, USACE requires an individual permit for an activity that will affect an area equal to or greater than 0.5 acre of waters of the United States. A project that results in impacts to less than 0.5 acre of waters of the United States can normally be conducted pursuant to one of the nationwide permits if it is consistent with the standard permit conditions. (FCS 2024)

#### **Section 401**

As stated in Section 401 of the CWA, “any applicant for a federal permit for activities that involve a discharge to waters of the State, shall provide the federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge will comply with the applicable provisions under the federal Clean Water Act.” Therefore, before the USACE will issue a Section 404 permit, applicants must apply for and receive a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). (FCS 2024)

### **State**

#### ***California Endangered Species Act***

The State of California enacted the California Endangered Species Act (CESA) in 1984. CESA pertains to State-listed endangered and threatened species. CESA requires State agencies to

consult with the CDFW when preparing CEQA documents to ensure that the State lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available (Fish and Game Code [FGC] § 2080). CESA directs agencies to consult with the CDFW on projects or actions that could affect listed species, directs the CDFW to determine whether jeopardy would occur, and allows the CDFW to identify “reasonable and prudent alternatives” to the project consistent with conserving the species. CESA allows the CDFW to authorize exceptions to the State’s prohibition against take of a listed species if the “take” of a listed species is incidental to carrying out an otherwise lawful project that has been approved under CEQA (FGC § 2081). Under CESA, the California Fish and Game Commission may authorize taking of candidate species, and the CDFW may recommend that the Commission authorize (or not authorize) the taking of listed or candidate species (FGC § 2084). (FCS 2024)

### **California Fish and Game Code**

#### **Rare, Threatened, and Endangered Species**

Under CESA, the CDFW has the responsibility for maintaining a list of endangered and threatened species (FGC § 2070). Fish and Game Code Sections 2050 through 2098 outline the protection provided to California’s rare, endangered, and threatened species. Fish and Game Code Section 2080 prohibits the taking of plants and animals listed under the CESA, and Fish and Game Code Section 2081 established an ITP program for State-listed species. The CDFW maintains a list of “candidate species” which it formally notices as being under review for addition to the list of endangered or threatened species. (FCS 2024)

#### **Fully Protected Species**

Fish and Game Code Sections 3500—5500 outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFW cannot issue permits or licenses that authorize the take of any fully protected species except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock. (FCS 2024)

#### **Species of Special Concern**

In addition to formal listing under the Endangered Species Act and CESA, some species receive additional consideration by the CDFW and local lead agencies during the CEQA process. Species that may be considered for review are those listed as a “Species of Special Concern.” The CDFW maintains lists of “Species of Special Concern” that serve as species “watch lists.” Species with this status may have limited distributions or limited populations and/or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While Species of Special Concern are not State-listed do not receive CESA protection, they can be shown to meet the criteria for State listing and thus protected under CEQA, where they meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). In addition to Species of Special Concern, the CDFW Special Animals List identifies animals that are tracked by the California Natural Diversity Database (CNDDB) and may be potentially vulnerable but warrant no federal interest and no legal protection. (FCS 2024)

### Other Sensitive Species

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for the assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the California Native Plant Society (CNPS) List ranked 1A, 1B, and 2 would typically require evaluation under CEQA. (FCS 2024)

### Native Bird Protection

Sections 3503, 3503.5, and 3513 protect native birds. Under Fish and Game Code Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any native bird. Under Fish and Game Code Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird. Under Fish and Game Code Section 3513, it is unlawful to take or possess any native, migratory bird as designated in the MBTA except as provided by rules and provisions of the MBTA. Mitigation for avoidance of impacts to nesting birds is typically included in CEQA and other permitting documents to ensure project compliance with these Fish and Game Code Sections. (FCS 2024)

### Native Plant Protection Act

The Native Plant Protection Act of 1977 (NPPA) (FGC § 1900, et seq.) prohibits the taking, possessing, or sale within the State of any plants with a State designation of rare, threatened, or endangered (as defined by the CDFW). An exception to this prohibition in the NPPA allows landowners to take listed plant species under specified circumstances, provided that the owners first notify CDFW and give the agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed. Fish and Game Code Section 1913 exempts from “take” prohibition “the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right-of-way.” Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project. (FCS 2024)

### Lake or Streambed Alteration

Fish and Game Code Section 1602 requires any entity to notify the CDFW before beginning any activity that “may substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of any river, stream, or lake” or “deposit debris, waste, or other materials that could pass into any river, stream, or lake.” “River, stream, or lake” includes waters that are episodic and perennial and ephemeral streams, desert washes, and watercourses with a subsurface flow. A Lake or Streambed Alteration Agreement will be required if the CDFW determines that project activities may substantially adversely affect fish or wildlife resources through alterations to a covered body of water. (FCS 2024)

### Natural Community Conservation Planning Act

Section 2800 of the California Fish and Game Code establishes the Natural Community Conservation Planning Act (NCCP Act), which allows the CDFW to authorize Natural Community Conservation Plans (NCCPs) to allow “take” of species listed under CESA and other sensitive species and vegetation communities on a regional scale. The primary objective of the NCCP Act

is to conserve covered natural communities and species at the ecosystem scale while accommodating compatible land uses, or covered activities. NCCPs must provide conservation and management of natural communities and species in perpetuity within the area covered by permits. Each NCCP provides measures necessary to conserve and manage sensitive biological resources, including natural vegetation communities and the plant and wildlife species they support, within a reserve system, while also allowing compatible developments and other projects to “take” species and habitats under special conditions outside of areas targeted for conservation. NCCPs are different from HCPs because the NCCP Act requires that conservation actions improve the long-term conservation of species, whereas HCPs typically only require avoidance of adverse impacts to species. Additionally, while HCPs can be implemented at a project or regional scale, an NCCP must be applied across regional scales to promote the long-term recovery of species, protection of habitats and natural communities, and maintenance of species diversity at the landscape level. (FCS 2024)

### ***California Porter-Cologne Water Quality Control Act***

The RWQCB regulates actions that would involve “discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State” (Water Code § 13260(a)), pursuant to provisions of the Porter-Cologne Water Quality Act. “Waters of the State” are defined as “any surface water or groundwater, including saline waters, within the boundaries of the State” (Water Code § 13050(e)). (FCS 2024)

### ***California Oak Woodlands Conservation Act (AB 242)***

The State of California enacted the California Oak Woodlands Conservation Act in 2001. It established requirements for the preservation and protection of oak woodlands and trees, and allocated funding to be managed by the Wildlife Conservation Board that would support a variety of ways to preserve oak woodlands throughout the State. In order to qualify to use these funds, counties were required to adopt an oak woodland conservation management plan. In 2004, SB 1334 (Public Resources Code [PRC] § 21083.4) expanded this preservation effort by requiring that a county, “in determining whether CEQA requires an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration, to determine whether a project in its jurisdiction may result in a conversion of oak woodlands that will have a significant effect on the environment, and would require the county, if it determines there may be a significant effect to oak woodlands, to require one or more of specified mitigation alternatives to mitigate the significant effect of the conversion of oak woodlands.” (FCS 2024)

### ***California Native Plant Society Rare Plant Rankings***

The CNPS maintains a rank of plant species native to California that have low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Following are the definitions of the CNPS ranks:

- Rank 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
- Rank 1B: Plants Rare, Threatened, or Endangered in California and elsewhere
- Rank 2A: Plants presumed extirpated in California but common elsewhere
- Rank 2B: Plants rare, threatened, or endangered in California but more common elsewhere
- Rank 3: Plants about which more information is needed
- Rank 4: Watch List: Plants of limited distribution

Potential impacts to populations of CNPS ranked plants receive consideration under CEQA review. All plants appearing on the CNPS List ranked 1 or 2 are considered to meet the CEQA Guidelines Section 15380 criteria. Rank 3 and 4 plants do not automatically meet this definition. Impacts to Rank 3 plants may warrant consideration under CEQA if sufficient information is available to assess potential impacts to such plants. Rank 4 plants do not clearly meet CEQA standards and thresholds for impact considerations but impacts to them may warrant consideration under CEQA if cumulative impacts are significant enough to affect their overall rarity. (FCS 2024)

## **Local**

### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Transportation (known as the Mobility Element), Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design. This section focuses on the Conservation Elements. Project consistency with all elements of the City's General Plan is further analyzed in Section 4.10, Land Use and Planning.

#### **Conservation Element**

The General Plan Conservation Element was adopted on April 30, 1972, and recognizes natural resources and areas of special interest with the City and acts as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The Conservation Element identifies seven subject areas of significance: Harbors, Soils, Water, Marine Biota, Mineral Resources, Wildlife and Vegetation, and Habitats (natural and man-made). The element outlines goals for each of the subject areas of significance. The goals and policies of the Conservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1972)

### ***City of Long Beach Municipal Code, Chapter 14.28, Trees and Shrubs***

Per City of Long Beach Municipal Code Section 14.28.060, trees along City streets or on City property may not be planted, cut, trimmed, pruned, or removed without a permit from the Director of Public Works. The Director may require that any approved work be performed under supervision of the Public Works Department.

Per City of Long Beach Municipal Code Section 14.28.100, during the construction of buildings or other structures, the project thereof shall ensure that trees and shrubs located along City streets or on City property are protected from injury during construction.

### 4.3.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

- Threshold 4.3a** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- Threshold 4.3b** *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 Wildlife or U.S. Fish and Wildlife Service?*
- Threshold 4.3c** *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?*
- Threshold 4.3d** *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?*
- Threshold 4.3e** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- Threshold 4.3f** *Would the conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

#### B. Methodology

The following methodology is derived from the 2024 BRA.

##### **Literature and Database Review**

A literature review was conducted to evaluate potential Project impacts on biological resources on the Project Site and in the surrounding area.

##### ***Existing Documentation***

As part of the literature review, an FCS Biologist examined existing environmental documentation for the Project Site and vicinity. This documentation included literature pertaining to the habitat requirements of special-status species with the potential to occur in the Project vicinity and federal register listings, protocols, and species data provided by the USFWS and CDFW. (FCS 2024)

##### ***Topographic Maps and Aerial Photographs***

An FCS Biologist reviewed current United States Geologic Survey (USGS) 7.5-minute topographic quadrangle map(s) and aerial photographs as a preliminary analysis of the existing

conditions within the Project Site and immediate vicinity. Information obtained from the topographic maps included elevation, general watershed information, and potential drainage feature locations using Google Earth in conjunction with the United States Environmental Protection Agency (EPA) Watershed Assessment, Tracking, and Environmental Results System (WATERS).<sup>7</sup> Aerial photographs provided a perspective of the current site conditions relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors. To assess changes in site conditions over time, FCS Biologists reviewed historical aerial imagery maintained in Google Earth and assessed how these changes affected biological resources on-site. (FCS 2024)

### ***Soil Surveys***

FCS Biologists also reviewed United States Department of Agriculture (USDA) soil surveys to establish if soil conditions in the Project Site are suitable for any special-status plant species. These soil profiles include soil series with similar thickness, arrangement, and other important characteristics. The soil series consist of separate soil mapping units that provide specific information regarding soil characteristics. Many special-status plant species have a limited distribution based exclusively on soil type. To determine the existing soil mapping units within the Project Site and to establish if soil conditions are suitable for supporting special-status species populations, an FCS Biologist reviewed pertinent USDA soil survey data. (FCS 2024)

### ***Special-status Species Database Search***

An FCS Biologist compiled a list of threatened, endangered, and otherwise special-status species previously recorded within the Project vicinity based on a search of the USFWS Information for Planning and Consultation (IPaC) database, the CNDDDB, and the CNPS Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California. The CNDDDB search focused on species records within 5 and 10 miles of the Project Site. The CNPSEI search focused on records from the Long Beach, California USGS 7.5-minute Topographic Quadrangle Map and the seven surrounding quadrangles. The CNDDDB Biogeographic Information and Observation System (BIOS 6) was used to determine distances between species occurrences and the Project Site. (FCS 2024)

### ***Assessment of Potential for Occurrence of Special-status Species***

The potential for occurrence on the Project Site was assessed for each of the special-status species identified in the database searches. The assessment of potential for occurrence was based on conditions on the Project Site, habitat requirements of special-status species, and number of recent (< 20 years old) occurrences in the Project vicinity. The occurrence potential for each special-status species was classified into one of the following categories:

**No Potential for Occurrence or Absent**—There is no suitable habitat for the species on the Project Site or the Project Site is located outside of the known range of the species.

**Low Potential to Occur**—Species is known to occur in the Project vicinity (within the nine USGS quadrangle search area); however, there is only poor quality or marginal habitat on the Project Site.

**Moderate Potential to Occur**—Species is known to occur in the vicinity of the Project Site (based on recent [within 20 years] CNDDDB or other records within 10 miles of the Project Site or based on professional expertise specific to the Project Site or species) and there is marginally or partially suitable habitat on the Project Site. Alternatively, there is marginally or partially suitable habitat on the Project Site and the Project Site is within the known range of the species.

**High Potential to Occur**—Species is known to occur in the vicinity of the Project Site (based on recent [within 20 years] CNDDDB or other records within 5 miles of the Project Site or based on professional expertise specific to the Project Site or species), and there is suitable habitat on the Project Site. Alternatively, there is suitable habitat on the Project Site and the Project Site is within the known range of the species.

**Present**—Species is known to occur on the Project Site, based on recent (within 20 years) CNDDDB or other records, and there is suitable habitat present on the Project Site or the species was observed on the Project Site during the field survey(s). (FCS 2024)

### ***Trees and Native Vegetation***

Prior to conducting the general biological survey, an FCS Biologist reviewed applicable City and County ordinances pertaining to tree and native vegetation preservation and protection and ascertained whether measures or permits are required to remove, replace, or transplant protected trees or native vegetation. (FCS 2024)

### ***Jurisdictional Features***

Prior to conducting the general biological survey, an FCS Biologist reviewed EPA WATERS and aerial photography to identify potential natural drainage features and water bodies. In general, all surface drainage features identified as blue-line streams on USGS maps and linear patches of vegetation are expected to exhibit evidence of flows and considered potentially subject to State and federal regulatory authority as waters of the United States and/or State. A preliminary assessment was conducted to determine the location of any existing drainages and limits of Project -related grading activities to aid in determining whether a formal delineation of waters of the United States or State is necessary. A more detailed assessment of potential jurisdictional drainage features and waters on the Project Site was conducted by South Environmental and included as Appendix D-2 of this Draft EIR. (FCS 2024)

### **Field Survey**

The objective of the general biological survey, performed by FCS Senior Biologist Michael Tuma, PhD and FCS Staff Biologist Kyle Killian on September 13, 2023, was to ascertain general site conditions and identify whether existing vegetation communities provide suitable habitat for special-status plant or wildlife species. During this survey, the Biologist walked and drove the Project Site and characterized and mapped vegetation communities, identified and recorded plants and wildlife observed on-site, and recorded evidence of wildlife habitats, including wildlife corridors, nests, dens, or burrows. Special- status or unusual biological resources identified during the literature review were ground-truthed during the field survey for mapping accuracy. Special attention was paid to sensitive habitats and areas potentially supporting special-status floral and faunal species. A habitat assessment was also performed for sensitive and common bat species. (FCS 2024)

### ***Vegetation Communities and Plants***

Common plant species observed during the general biological survey were identified by visual characteristics and morphology in the field and recorded in a field notebook and on field maps. Uncommon and fewer familiar plants were identified with the use of taxonomical guides, including Jepson eFlora and Calflora. Taxonomic nomenclature used in this study follows The Jepson Manual: Vascular Plants of California. Common plant names, when not available from The Jepson Manual, were taken from other regionally specific references. Vegetation community types and boundaries were noted on aerial photos, verified through field observation, and digitized using



ESRI ArcGIS software® ArcMap 10.0. By incorporating collected field data and interpreting aerial photography, a map of habitat types, land cover types, and other biological resources within the Project Site was prepared. Vegetation community and land cover types used to help classify habitat types are based on the Manual of California Vegetation (MCV) and cross-referenced with the CDFW Natural Communities List. (FCS 2024)

Sensitive natural communities are vegetation communities or special wildlife habitats that are rare or occur in limited distributions or provide specific habitat requirements for special-status plant or wildlife species. The CDFW maintains a list of natural vegetation communities found in California and ranks them based on rarity. Communities ranked S1-S3 are considered sensitive natural communities. (FCS 2024)

### **Wildlife**

Wildlife species detected during the general biological survey by sight, calls, tracks, scat, or other signs were recorded. Notations were made regarding suitable habitat for those special-status species determined to have the potential to occur within the Project Site. Appropriate field guides were used to assist in species identification during surveys, such as Peterson, Reid, and Stebbins. Online resources such as eBird and California Herps were also consulted, as necessary. (FCS 2024)

### **Wildlife Movement Corridors**

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Urbanization and the resulting fragmentation of open space areas create isolated “islands” of wildlife habitat, forming separated populations. Corridors act as an effective link between populations. (FCS 2024)

The Project Site was evaluated for evidence of a wildlife movement corridor during the general biological survey. The scope of the biological resource assessment did not include a formal wildlife movement corridor study utilizing track plates, camera stations, scent stations, or snares. Rather, the focus of this study was to determine whether a change in land use at the Project Site could have significant impacts on the regional movement of wildlife. Conclusions are based on the information compiled during the literature review, including aerial photographs, USGS topographic maps, and resource maps for the vicinity; the field survey; and professional experience with the desired topography, habitat, and resource requirements of the special-status species potentially utilizing the Project Site and vicinity. (FCS 2024)

### **C. Standard Requirements**

No standard requirements for this resource topic apply to the Project.

### **D. Impact Analysis**

**Threshold 4.3a**      ***Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

### **Special Status Plant Species**

As stated in the 2024 BRA, within 10 miles of the Project Site, 46 special-status plant species have been recorded in the CNDDB, on the eight-quadrangle search area of the CNPSEI, and in

the IPaC query results. Appendix E of the 2024 BRA includes the species' status, required habitat, and a summary analysis of the potential for each species to occur on the Project Site. The potential for occurrence of a species was based on current biological conditions on the Project Site and presence of suitable habitats, soil types, and proximity and number of occurrences recorded in the CNDDb. Previous surface disturbances evident throughout the Project Site have lowered the potential for persistence and occurrence of populations of most special-status plant species. Those special-status plants that are not expected to occur on the Project Site are not discussed further. One special status plant species, the southern tarplant (*Centromadia parryi* ssp. *australis*), is identified as present on the Project Site, and the decumbent goldenbush (*Isocoma menziesii* var. *decumbens*) has a low potential for occurrence on-site. Both species are further discussed below. (FCS 2024)

The following species were assessed in the 2020 BRA as having low potential to occur on the Project Site, but their potential for occurrence on the site was assessed in the current BRA as no potential for occurrence, including Coulter's saltbush (*Atriplex coulteri*); Parish's brittlescale (*Atriplex parishii*); lucky morning-glory (*Calystegia felix*); salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*); Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*); and prostrate vernal pool navarretia (*Navarretia prostrata*). As these plant species are currently identified as having no potential to occur on site, no impacts would occur. (FCS 2024)

### ***Southern Tarplant and Decumbent Goldenbush***

One special-status plant species, the southern tarplant, has been documented on-site and a second special-status plant species, decumbent goldenbush, has potential, albeit low, to occur on-site. Neither of these species is State or federally listed, but southern tarplant is ranked as 1B.1 by CNPS and decumbent goldenbush is ranked 1B.2. Therefore, the Project has the potential to significantly impact the southern tarplant and decumbent goldenbush, resulting in a potentially significant impact. (FCS 2024)

A population of southern tarplant was documented on the Project Site in 2020, prior to grading of the site associated with Surcharge Activities. Surcharge Activities are estimated to have removed approximately 1,275 tarplant individuals, including approximately 830 that were recorded by LSA in 2019 and 2020, and approximately 445 that were estimated to have occurred in on-site areas that were cleared prior to rare plant surveys being conducted. Prior to Surcharge Activities and the resultant removal of the known locations of southern tarplants in 2020, LSA collected the above-ground portions of the approximately 830 plants and collected and stockpiled topsoil from these areas to be used for an on-site mitigation program. As the Project was halted following the Surcharge Activities, on-site restoration of southern tarplant did not occur. Therefore, the Project impacts to the southern tarplant are considered to be potentially significant. (FCS 2024)

### **Special Status Wildlife Species**

As stated in the 2024 BRA, 41 special-status wildlife species were identified as occurring within 10 miles of the Project Site as recorded in the CNDDb and no additional species were identified in the USFWS IPaC42 review. Appendix E of the 2024 BRA includes the legal status of each species, their required habitat types and features, and their potential to occur on the Project Site. Appendix E of the 2024 BRA also includes special-status wildlife species that have been determined to have no or low potential to occur on-site, primarily based on the Project Site being situated outside of the range of the species or absence of suitable habitat or the lack of recent records in the Project vicinity, along with other justification(s) for their exclusion from further discussion. Most species with records in the Project vicinity were assessed as having no or low potential to occur because the Project Site is outside of the known distributional range of the species or because the Project Site does not support suitable habitat. (FCS 2024)

The following species were assessed in the 2020 BRA as having low potential to occur on the Project Site, but their potential for occurrence on the site was assessed in the 2024 BRA as no or low potential for occurrence, including the burrowing owl; Yuma myotis; Mexican free-tailed bat; and western yellow bat. Although the potential for burrowing owls to occur on-site is considered low, it may be possible that the site could be inhabited temporarily by dispersing or transient burrowing owls, and therefore is also discussed further below. As the other wildlife species are currently identified as having no potential to occur on site, no impacts would occur. (FCS 2024)

Special status wildlife species with moderate to high potential to occur on site are discussed below.

### ***Monarch Butterfly***

Monarch butterflies are known to migrate along coastal California and to gather in large numbers to roost in groves of eucalyptus, Monterey cypress, Monterey pine, or other trees. Migrating groups begin to arrive in late October and typically disperse by mid-February. This species is a Candidate for listing under the federal Endangered Species Act. Groups of migrating monarch butterflies could occupy the grove of eucalyptus trees along the southern border of the Project, or the row of pines located east of the Project Site and within its 500-foot buffer. Construction of the proposed Project could potentially impact roosting monarch butterflies if ground-disturbing construction activities are initiated or conducted during the migration season (October 15 through February 15). Construction activities in the vicinity (within 500 feet) of roosting monarchs could cause visual, auditory, or vibrational disturbances that could cause monarch butterflies to abandon their roost, and would result in a potentially significant impact. (FCS 2024)

### ***Crotch's Bumble Bee***

Suitable foraging habitat and marginally suitable burrowing habitat for Crotch's bumble bee occurs on and adjacent to the Project Site, and the species was detected on-site during a previous survey. There is one historical record within 5 miles of the Project Site and three recent and two historical records between 5 and 10 miles from the Project Site. The occurrence potential for this species is considered moderate. This species is a Candidate for listing under CESA. Construction of the proposed Project could potentially impact Crotch's bumble bees if vegetation-removing or ground-disturbing construction activities remove nesting burrows or destroy bees, resulting in a potentially significant impact. (FCS 2024)

### ***Burrowing Owls***

Marginally suitable foraging, burrowing, and nesting habitats are present in the bare and ruderal areas on-site and in the big saltbush scrubland within 500 feet of the Project Site. However, the Project Site is relatively small and may not provide sufficient foraging area for a single owl or a pair of breeding owls. California ground squirrels appear to be occupying the area west of the Project Site and adjacent to its western border; thus, suitable burrow habitat is available. There are two historical records between 5 and 10 miles from the Project Site. The lack of recent or proximal records of the species in relation to the project vicinity is likely due to the intensity of urbanization there. Though the occurrence potential for this species is considered low, it may be possible that the site could be inhabited temporarily by dispersing or transient burrowing owls. This species is protected by the MBTA and California Fish and Game Code. (FCS 2024)

Construction of the proposed Project could potentially impact burrowing owls if ground-disturbing construction activities are initiated or conducted during the burrowing owl breeding season (February 15 through August 31). Ground-disturbing construction activities could destroy burrows inhabited by burrowing owls, causing destruction of occupied burrows, including nesting burrows.

Construction activities could also impact burrowing owls that occupy or nest on lands within 500 meters of the Project Site. Therefore, the Project has the potential to impact burrowing owls, resulting in a potentially significant impact. (FCS 2024)

### **Mitigation Measures**

**MM BIO-1a Rare Plant Surveys.** Prior to the initiation of construction on the Project Site, the Project applicant shall retain a qualified Biologist or Botanist to conduct focused rare plant surveys in accordance with California Department of Fish and Wildlife (CDFW) (2018) protocols. The rare plant surveys shall be conducted at the proper time of year when the target rare species (southern tarplant, decumbent goldenbush) are both “evident” and identifiable, i.e., during bloom periods. If additional southern tarplant individuals or decumbent goldenbush individuals are found on the Project Site, the Project applicant shall consult with CDFW to determine appropriate off-site mitigation. If no decumbent goldenbush individuals are found, then the proposed Project would not have any impacts to this species and no mitigation measures would be necessary.

**MM BIO-1b On-site Restoration of Southern Tarplant Program.** The Project applicant shall implement an on-site restoration of southern tarplant using propagules (seeds, topsoil) that were collected on the Project Site in 2020. The restoration program shall be implemented within an approximately 0.5-acre area located in the northern and western portions of the Project Site that shall remain undeveloped. To the extent possible, the restoration program shall be implemented along the western boundary of the Project Site to provide a connection to the existing southern tarplant population located on the property owned by the County of Los Angeles west of the Project Site. The goal of the restoration program shall be replacement of 1,275 southern tarplants in this area to achieve a 1:1 ratio of lost to replaced plants. Prior to implementing the restoration effort, the applicant shall submit a Southern Tarplant Mitigation and Monitoring Plan to the California Department of Fish and Wildlife (CDFW) for review and approval that is prepared by a qualified Botanist or restoration Ecologist. The plan shall be submitted to CDFW within 6 months following issuance of a grading permit. The plan shall detail the identification of on-site areas for receiving southern tarplant propagules, methods for implementing site preparation and habitat restoration techniques, recommendations for timing of the restoration effort, clearly defined success criteria, a monitoring plan for assessing and reporting the success of the southern tarplant restoration program over a five-year period following implementation, and an adaptive management structure that allows for implementing measures such as collection of additional propagules from off-site locations, weed control, erosion control, or other appropriate actions if success criteria are not met. The project applicant shall protect the restoration site in perpetuity under a protection mechanism (i.e., conservation easement, deed restriction, or restrictive covenant). Recordation of the protection mechanism shall occur prior to issuance of certificate of occupancy.

**MM BIO-2a Monarch Butterfly Pre-construction Surveys.** If construction activities are initiated during the migration season for monarch butterflies (typically October 15 through February 15), a qualified Biologist shall conduct pre-construction surveys for roosting monarch butterflies within and adjacent to the construction area, including a 500-foot survey buffer, no more than 3 days prior to the start of construction activities in the construction area.

- MM BIO-2b Avoidance of Monarch Butterfly Roosts.** If a monarch butterfly roost is detected during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the roost. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the roost until the monarch butterflies have dispersed from the roost or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around a monarch butterfly roost) or alteration of the construction schedule.
- MM BIO-3 Crotch's Bumble Bee Surveys.** Surveys for Crotch's bumble bee shall be implemented by a qualified Biologist. The surveys shall be conducted according to California Department of Fish and Wildlife (CDFW) protocol as described in the 2023 Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. These protocols include reviewing database records for the species in the Project vicinity, conducting a habitat assessment on the Project Site, conducting a minimum of three site visits during the peak flight season for the species (March through September), photo documenting any observed Crotch's bumble bees, and documenting species of flowers visited by bumble bees. The results of the survey shall be reported to the CDFW. If Crotch's bumble bee is documented during the surveys, the Project applicant shall consult with the CDFW to determine the need for obtaining an Incidental Take Permit (ITP).
- MM BIO-4a Burrowing Owl Breeding Season Surveys.** Breeding season surveys shall be implemented by a qualified Biologist. Four breeding season survey visits shall be conducted: (1) at least one site visit between February 15 and April 15, and (2) a minimum of three survey visits, at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. Each of the survey efforts will be conducted according to protocol defined by the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation. The results of the breeding season surveys shall be reported to the CDFW. If the breeding season surveys are positive for burrowing owl occurrence, the Project applicant shall implement MM BIO-4b. If the breeding season surveys are negative for burrowing owls, the Project applicant shall implement MM BIO-1c.
- MM BIO-4b Agency Consultation.** If the breeding season surveys determine that burrowing owl occupies the Project Site, the Project applicant shall consult with the California Department of Fish and Wildlife (CDFW) to determine appropriate mitigation for the loss of burrowing owl habitat due to Project implementation. The outcome of the consultation shall determine the need for implementing a burrowing owl management and monitoring program, including the need for closing burrows, passively relocating owls, and/or constructing artificial burrows. The outcome of the consultation shall be included in a Burrowing Owl Mitigation Plan that shall be prepared by a qualified Biologist retained by the Project applicant (see MM BIO-4d).
- MM BIO-4c Burrowing Owl Pre-Construction Survey.** The Project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owl are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines. If construction is delayed or suspended for more than 30 days after the

survey, the area shall be resurveyed. The pre-construction survey shall be completed on the Project Site and areas within 500 feet from the Project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City at least 15 days prior to the expected start of any Project -related ground disturbance activities or restart of activities. If the survey is positive for burrowing owls, the Project applicant shall implement MM BIO-4b and MM BIO-4d. If no burrowing owls are detected during the pre-construction survey, no further action is necessary.

**MM BIO-4d Burrowing Owl Mitigation Plan.** If the breeding season surveys or the pre-construction survey is positive for burrowing owl, the Project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:

- Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the non-breeding season (September 1 through February 14) or a 200 to 500-meter radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) non-breeding season owls have dispersed from the area; or (2) breeding season owls have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.
- A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).

#### **Level of Significance After Mitigation**

Coulter's Saltbush, Parish's Britblescale, Lucky Morning-glory, Salt Marsh Bird's-beak, Coulter's Goldfields, and Prostrate Vernal Pool Navarretia: No impact would occur and therefore no mitigation is required.

Southern Tarplant and Decumbent Goldbush: To ensure ground-disturbing or vegetation-removing construction activities would not impact the southern tarplant and decumbent goldenbush, the Project would incorporate **MM BIO-1a**, that requires rare plant surveys. Therefore, the Project would result in less than significant impacts related to rare plants with mitigation incorporated. (FCS 2024)

Southern Tarplant: The seeds and topsoil collected in late 2020 were stored on-site and these materials would be used to implement an on-site restoration program for southern tarplant, as detailed in **MM BIO-1b** that requires on-site restoration of southern tarplant. Therefore, with implementation of **MM BIO-1b**, impacts related to the southern tarplant would be considered less than significant. (FCS 2024)

Yuma Myotis, Mexican Free-tailed Bat, and Western Yellow Bat: No impact would occur and therefore no mitigation is required.

Monarch Butterfly: The Project would incorporate **MM BIO-2a**, which requires pre-construction surveys and **MM BIO-2b**, which requires avoidance of monarch butterfly roosts during construction activities, to ensure less than significant impacts. Therefore, with implementation of **MM BIO-2a** and **MM BIO-2b**, impacts related to the monarch butterflies would be less than significant. (FCS 2024) Crotch's Bumblebee: The Project would incorporate **MM BIO-3**, which requires multiple Crotch's bumble bee surveys during the peak flight season (March through September). With implementation of **MM BIO-3**, impacts related to the Crotch's bumble bee would be less than significant. (FCS 2024)

Burrowing Owls: The Project would incorporate **MM BIO-4a**, which requires burrowing owl surveys during the breeding season, **MM BIO-4b**, which requires agency consultation if the breeding season surveys determine that burrowing owls occupy the Project Site, **MM BIO-4c**, which required burrowing owl pre-construction surveys, and **MM BIO-4d**, which requires a burrowing owl mitigation plan if the breeding season or pre-construction surveys are positive for the burrowing owl. Therefore, with implementation of **MM BIO-4a**, **MM BIO-4b**, **MM BIO-4c**, and **BIO-4d**, impacts related to burrowing owls would be less than significant. (FCS 2024)

**Impact Comparison Summary:** The DEIR concludes that, with implementation of mitigation, potential impacts to special status plant and wildlife species would be reduced to less than significant levels. The Project would therefore result in similar impacts when compared with the impact analysis in the MND, which identified less than significant with mitigation incorporated related to special status species impacts.

**Threshold 4.3b**      ***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 Wildlife or U.S. Fish and Wildlife Service?***

The CNDDDB did not identify any sensitive natural communities within 5 miles of the Project Site. Two sensitive natural communities—Southern Coastal Salt Marsh and Southern Coastal Bluff Scrub—have been recorded in the CNDDDB between 5 and 10 miles from the Project. However, these communities are not present on or adjacent to the Project Site, and therefore not further addressed. In addition, there are no riparian habitats on-site or located adjacent to the Project Site. Therefore, the Project would not impact riparian habitats or other sensitive natural communities and no impact would occur. (FCS 2024)

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Riparian Habitats and Other Sensitive Natural Communities: No impact would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.



**Threshold 4.3c**      ***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?***

As stated above, there are no State protected wetlands or water features that would be considered jurisdictional by the CDFW or RWQCB on-site or adjacent to the Project Site. Similarly, there are no federally protected wetlands or waters that would be considered jurisdictional by the USACE on-site or adjacent to the Project Site. Therefore, the Project would not impact State or federally protected wetlands and no impact would occur. (FCS 2024)

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

State and Federally Protected Wetlands: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**Threshold 4.3d**      ***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?***

#### **Wildlife Corridors**

There are no wildlife movement corridors located on the Project Site. The adjacent Los Angeles River may provide movement opportunities for common wildlife species, but the construction and operation of the Project would not impact the corridor or influence wildlife movement within it. Therefore, the Project would not impact wildlife corridors and less than significant impacts would occur. (FCS 2024)

#### **Nesting Birds**

The Project Site and adjacent lands support vegetation communities, land cover types, trees, and other habitat features that provide nesting habitat for avian species covered under the MBTA and Fish and Game Code, including common, native species. Construction of the proposed Project could potentially impact nesting birds if ground-disturbing or vegetation-removing construction activities are initiated or conducted during the avian breeding season (February 1 through September 15). Therefore, the Project has the potential to impact nesting birds, resulting in a potentially significant impact. (FCS 2024)

#### **Mitigation Measures**

**MM BIO-5a**      **Nesting Bird Pre-construction Surveys.** If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 1 through September 15), a qualified Biologist shall conduct pre-construction surveys for

special-status birds and other migratory birds within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area.

**MM BIO-5b Avoidance of Active Avian Nests.** If an active nest is located during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.

### **Level of Significance After Mitigation**

Wildlife Corridors: No impact would occur.

Nesting Birds: The Project would implement **MM BIO-5a**, which requires nesting bird pre-construction surveys, and **MM BIO-5b**, which requires avoidance of active avian nests. Therefore, with implementation of **MM BIO-5a** and **MM BIO-5b** impacts related to nesting birds including Cooper's hawk, burrowing owl and California horned lark, would be less than significant.

**Impact Comparison Summary:** The DEIR concludes that, with implementation of mitigation, potential impacts to nesting birds would be reduced to less than significant levels. The Project would therefore result in similar impacts when compared with the impact analysis in the MND, which identified less than significant with mitigation incorporated related to nesting bird impacts.

**Threshold 4.3e** ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The Project may remove several swamp mahogany trees located along the southern border of the Project Site and at off-site areas east of the Project Site. However, these trees are not located along City streets nor are they located on City property. Therefore, the Project would not be required to comply with City of Long Beach Municipal Code Chapter 14.28 pertaining to trees, and impacts would result in no impact. (FCS 2024)

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Local Policies or Ordinances: No impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**Threshold 4.3f**      ***Would the conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

The Project is not located within an HCP area, nor an NCCP area, nor within any other approved local, regional, or State Habitat Conservation Plan area. Therefore, implementation of the Project would not conflict with any HCP, and no impact would occur. (FCS 2024)

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Habitat Conservation Plan, Natural Community Conservation Plan, or Other Local, Regional, or State Habitat Conservation Plan: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**4.3.4 CUMULATIVE IMPACTS**

Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis.

Project development has the potential to impact special status plant and wildlife species with potential to occur on-site, including the southern tarplant, monarch butterfly, crotch's bumble bee, and burrowing owls, through removal of habitat, resulting in a potentially significant cumulative impact.

The proposed Project would not 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 CDFG or USFWS. Additionally, the Project would not have significant impact to State or federally protected wetlands. There are no wildlife corridors located on the Project Site, and the Project would not result in any impact to wildlife corridors within the Project area.

Construction of the Project could potentially impact nesting birds on-site, resulting in a potentially significant cumulative impact to native wildlife nursery sites to less than significant.

The Project would not conflict with any local policies or ordinances, and would not conflict with an adopted habitat or conservation plan. (FCS 2024)

**Mitigation Measures**

**MM BIO-1a Rare Plant Surveys.** Prior to the initiation of construction on the Project Site, the Project applicant shall retain a qualified Biologist or Botanist to conduct focused rare plant surveys in accordance with California Department of Fish and Wildlife (CDFW) (2018) protocols. The rare plant surveys shall be conducted at the proper time of year when the target rare species (southern tarplant, decumbent goldenbush) are both "evident" and identifiable, i.e., during bloom periods. If additional southern tarplant individuals or decumbent goldenbush individuals are found on the Project Site, the Project applicant shall consult with CDFW to

determine appropriate off-site mitigation. If no decumbent goldenbush individuals are found, then the proposed Project would not have any impacts to this species and no mitigation measures would be necessary.

- MM BIO-1b On-site Restoration of Southern Tarplant Program.** The Project applicant shall implement an on-site restoration of southern tarplant using propagules (seeds, topsoil) that were collected on the Project Site in 2020. The restoration program shall be implemented within an approximately 0.5-acre area located in the northern and western portions of the Project Site that shall remain undeveloped. To the extent possible, the restoration program shall be implemented along the western boundary of the Project Site to provide a connection to the existing southern tarplant population located on the property owned by the County of Los Angeles west of the Project Site. The goal of the restoration program shall be replacement of 1,275 southern tarplants in this area to achieve a 1:1 ratio of lost to replaced plants. Prior to implementing the restoration effort, the applicant shall submit a Southern Tarplant Mitigation and Monitoring Plan to the California Department of Fish and Wildlife (CDFW) for review and approval that is prepared by a qualified Botanist or restoration Ecologist. The plan shall be submitted to CDFW within 6 months following issuance of a grading permit. The plan shall detail the identification of on-site areas for receiving southern tarplant propagules, methods for implementing site preparation and habitat restoration techniques, recommendations for timing of the restoration effort, clearly defined success criteria, a monitoring plan for assessing and reporting the success of the southern tarplant restoration program over a five-year period following implementation, and an adaptive management structure that allows for implementing measures such as collection of additional propagules from off-site locations, weed control, erosion control, or other appropriate actions if Success criteria are not met. The project applicant shall protect the restoration site in perpetuity under a protection mechanism (i.e., conservation easement, deed restriction, or restrictive covenant). Recordation of the protection mechanism shall occur prior to issuance of certificate of occupancy.
- MM BIO-2a Monarch Butterfly Pre-construction Surveys.** If construction activities are initiated during the migration season for monarch butterflies (typically October 15 through February 15), a qualified Biologist shall conduct pre-construction surveys for roosting monarch butterflies within and adjacent to the construction area, including a 500-foot survey buffer, no more than 3 days prior to the start of construction activities in the construction area.
- MM BIO-2b Avoidance of Monarch Butterfly Roosts.** If a monarch butterfly roost is detected during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the roost. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the roost until the monarch butterflies have dispersed from the roost or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100 feet around a monarch butterfly roost) or alteration of the construction schedule.
- MM BIO-3 Crotch's Bumble Bee Surveys.** Surveys for Crotch's bumble bee shall be implemented by a qualified Biologist. The surveys shall be conducted according to California Department of Fish and Wildlife (CDFW) protocol as described in the

2023 Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. These protocols include reviewing database records for the species in the Project vicinity, conducting a habitat assessment on the Project Site, conducting a minimum of three site visits during the peak flight season for the species (March through September), photo documenting any observed Crotch's bumble bees, and documenting species of flowers visited by bumble bees. The results of the survey shall be reported to the CDFW. If Crotch's bumble bee is documented during the surveys, the Project applicant shall consult with the CDFW to determine the need for obtaining an Incidental Take Permit (ITP).

- MM BIO-4a Burrowing Owl Breeding Season Surveys.** Breeding season surveys shall be implemented by a qualified Biologist. Four breeding season survey visits shall be conducted: (1) at least one site visit between February 15 and April 15, and (2) a minimum of three survey visits, at least 3 weeks apart, between April 15 and July 15, with at least one visit after June 15. Each of the survey efforts will be conducted according to protocol defined by the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation. The results of the breeding season surveys shall be reported to the CDFW. If the breeding season surveys are positive for burrowing owl occurrence, the Project applicant shall implement MM BIO-4b. If the breeding season surveys are negative for burrowing owls, the Project applicant shall implement MM BIO-1c.
- MM BIO-4b Agency Consultation.** If the breeding season surveys determine that burrowing owl occupies the Project Site, the Project applicant shall consult with the California Department of Fish and Wildlife (CDFW) to determine appropriate mitigation for the loss of burrowing owl habitat due to Project implementation. The outcome of the consultation shall determine the need for implementing a burrowing owl management and monitoring program, including the need for closing burrows, passively relocating owls, and/or constructing artificial burrows. The outcome of the consultation shall be included in a Burrowing Owl Mitigation Plan that shall be prepared by a qualified Biologist retained by the Project applicant (see MM BIO-4d).
- MM BIO-4c Burrowing Owl Pre-Construction Survey.** The Project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owl are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the Project Site and areas within 500 feet from the Project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City at least 15 days prior to the expected start of any Project -related ground disturbance activities or restart of activities. If the survey is positive for burrowing owls, the Project applicant shall implement MM BIO-4b and MM BIO-4d. If no burrowing owls are detected during the pre-construction survey, no further action is necessary.
- MM BIO-4d Burrowing Owl Mitigation Plan.** If the breeding season surveys or the pre-construction survey is positive for burrowing owl, the Project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as

outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:

- Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the non-breeding season (September 1 through February 14) or a 200 to 500-meter radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) non-breeding season owls have dispersed from the area; or (2) breeding season owls have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.
- A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).

**MM BIO-5a Nesting Bird Pre-construction Surveys.** If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 1 through September 15), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area.

**MM BIO-5b Avoidance of Active Avian Nests.** If an active nest is located during pre-construction surveys or at any point during the construction phase of the Project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project as well as other cumulative projects in the area would be required to comply with all applicable federal, State, and local regulations relating to biological resources such as nesting birds that have potential to occur in the developed areas. Further, the Project and other cumulative projects would be subject to existing and future enforcement by the appropriate regulatory agencies. The Project's contribution of cumulative impacts related to biological resources would not be significant because Project impacts would all be reduced to less than significant after implementation of mitigation measures **MM BIO-1a, MM BIO-1b, MM BIO-2a, MM BIO-2b, MM-BIO-3, MM BIO-4a, MM BIO-4b, MM BIO-4c, MM BIO-4d, MM BIO-5b, and MM BIO-5a**. Therefore, with implementation of mitigation, the Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact. (FCS 2024)

#### 4.3.5 REFERENCES

- FirstCarbon Solutions (FCS). 2024 (June 6). *Biological Resources Assessment (BRA) North Pacific Place Self Storage Facility, City of Long Beach, California*. Irvine, CA: FCS (Appendix D-1).
- Long Beach, City of. 1972 (April 30). *City of Long Beach General Plan – Conservation Element*. City of Long Beach, CA: the City. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element>.
- LSA. 2020a (April 23). *Biological Resources Assessment for the Artesia Parcels*. Los Angeles, CA: LSA (Appendix D-6).
- . 2020b (August 21). *Focused Special-Status Plant Species for the Industrial Self-Storage/RV Parking Project at 3701 Pacific Place, Long Beach, California*. Los Angeles, CA: LSA (Appendix D-4).
- . 2020c (September 11). *Crotch Bumblebee Visual Survey for the Industrial Self Storage/RV Parking at 3701 Pacific Place, Long Beach, California*. Los Angeles, CA: LSA (Appendix D-3).
- Psomas. 2020 (April 23). *Biological Constraints Letter Report for the McDonald Parcels*. Santa Ana, CA: Psomas (Appendix D-5).
- South Environmental. 2023 (October 10). *Jurisdictional Delineation for 3701 North Pacific Place Project in Long Beach, California*. Pasadena, California. (Appendix D-2).



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## 4.4 **CULTURAL RESOURCES**

This section discusses the existing setting regarding the cultural history (precontact and Euro-American) of the region, including the Project Site, and assesses the Project's potential impacts related to cultural resources from these periods in history.

The following analysis is derived from the *Phase I Archaeological Cultural Resources Study for the Self-Storage/RV Parking at 3701 North Pacific Place in Long Beach, Los Angeles, California (LSA Project No. ISP2002)* prepared by LSA, dated April 2, 2020 (LSA 2020, included as Appendix E-2), and an updated 2023 literature review and records search at the SCCIC for the Project (included as Appendix E-1).

### 4.4.1 **SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Cultural Resources analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to cultural resources after implementation of mitigation.

According to the MND, the Prior Project would not impact cultural resources listed in the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), California Historical Landmarks, or California Points of Historical Interest lists. Additionally, the Project would not impact cultural resources included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. The results of the South-Central Coastal Information Center (SCCIC) literature review and records search confirmed there were no cultural resources located within the previously analyzed Project Site.<sup>1</sup> Additionally, a review of archival material about the history of the built-environment resources from the Built Environment Resource Database (BERD) did not identify any historic structures or potential historic structures within the Site.

The 2020 SCCIC literature review and records search, conducted by LSA (Appendix E-2), revealed that eight cultural resources studies were conducted within ½-mile of the Project Site. While several of the studies occurred proximate to the Project Site, none of the studies occurred within the Project Site. The 2020 literature review and records search also identified three historic-era archaeological sites within ½-mile of the previously analyzed Project Site. These resources included P-19-179268 (Jennie A. Reeve House), P-19-189246 (Light Hope Long Beach Tower #M5/T2), and P-19-192309 (Southern California Edison transmission line). Of these three, none were recorded on the Project Site. Therefore, due to the distance between these three cultural resources and the Project Site, the MND determined that the Prior Project would not impact these resources.

Furthermore, no archaeological resources from the precontact period (before arrival of Europeans or Historic-era) were observed during the 2020 survey of the Project Site. Due to the level of past disturbance on the previously analyzed Project Site, it was not anticipated that human remains, including those interred outside formal cemeteries, would be encountered during grading activities at the Project Site. Nevertheless, as noted in the MND, there is always a possibility archaeological

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<sup>1</sup> In addition to the currently analyzed Project, the MND also analyzed a proposed 77,000 sf building for warehouse and office uses to be constructed on four parcels (Assessor's Parcel Numbers 7140-014-021, -22, -23, and -27) at 3916-4021 Ambeco Road (referred to in the MND as the McDonald Trust Parcels), which are adjacent to the Project Site. This additional area encompassed 5.46 acres to the east of the Project Site. The 2020 study included both the current Project Site and the aforementioned area.

resources may be present beneath the surface. Therefore, the following mitigation measure was identified in the MND.

### ***MND Mitigation Measures***

**MM CUL-1** In the event that cultural (archaeological) resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project Applicant/Developer shall retain a qualified professional archaeologist, subject to approval by the lead agency, to evaluate the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND.

## **4.4.2 ENVIRONMENTAL SETTING**

### **A. Existing Conditions**

#### **Cultural Resources Chronology**

##### ***Precontact Setting***

Southern California has a long history of human occupation, with dates of the earliest evidence of human occupation during the late Pleistocene, circa (ca.) 11,000 years B.C. Precontact material culture in the State's southern region has been categorized according to periods or patterns that define technological, economic, social, and ideological elements. Within these periods, archaeologists have defined cultural patterns or complexes specific to prehistory within the State's southern region, including the Project Site. (Glassow et al. 2007)

The following text illustrates the chronological framework developed for Southern California. This framework is divided into four major periods: Paleoindian period (ca. 11,000–7000 B.C.), Milling Stone Period (7000 B.C.–3000 B.C.), Intermediate Period (3000 B.C.–A.D. 500), and Late Precontact Period (A.D. 500–Historic Contact). Within these broad temporal periods are variations in the timing and nomenclature of cultural complexes for the region. The timescales referenced in the following discussion are presented as calendar dates (years B.C./A.D.). (Glassow et al. 2007)

##### ***Paleoindian Period (11,000–7000 B.C.)***

Recent data from coastal and inland sites during this period indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas and on Pleistocene lakeshores in Southern California. Although few Clovis-like or Folsom-like fluted points have been found in Southern California, it is widely thought that there was a greater emphasis on hunting at nearcoastal and inland sites during the Paleoindian Period than in later periods. Subsistence patterns shifted around 6000 B.C., coincident with the gradual desiccation associated with the onset of the Altithermal, a warm and dry period that lasted for about 3,000 years. As the climate changed, a greater emphasis was placed on plant foods and small animals. (Moratto 1984, Erlandson et al. 1987, Jones et al. 2001, Dillon 2002)

### ***Milling Stone Period (7000–3000 B.C.)***

The Milling Stone Period is the earliest well-established period of occupation in Southern California. This period is characterized by an ecological adaptation to collecting, accompanied by a dependence on ground stone implements associated with the horizontal motion of grinding small seeds: milling stones (i.e., metates, slabs) and hand stones (i.e., manos, mullers). Milling stones are found in large numbers for the first time and become more numerous toward the end of this period. As evidenced by their tool kits and shell middens in coastal sites, people during this period practiced a mixed food-procurement strategy. Subsistence patterns became more specialized as groups became better adapted to their regional or local environments. Projectile points from the period are relatively rare, but are large and generally leaf-shaped, and were probably employed with darts or spears thrown with atlatls (spear throwing technology that gives additional velocity and thrust). Bone tools, such as awls, and items made from shell, including beads, pendants, and abalone dishes, are also quite uncommon. Evidence of weaving or basketry is present at a few sites. The mortar and pestle, associated with the vertical motion of pounding foods such as acorns, were introduced during the Milling Stone Period but did not become common until the Intermediate Period. (Wallace 1955, Glassow et al. 2007)

### ***Intermediate Period (3000 B.C.–A.D. 500)***

The Intermediate Period is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. During this period, a pronounced trend toward greater adaptation to regional or local resources can be observed. For example, the remains of fish, land mammals, and marine mammals are increasingly abundant and diverse in sites along the Southern California coast. Chipped stone tools suitable for hunting are more common and both stylistically and technologically varied. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms. (Koerper and Drover 1983)

Archaeologists consider Gypsum Cave and Elko series projectile points, which have a wide distribution in the Great Basin and Mojave Deserts between ca. 2000 B.C.–A.D. 500, diagnostic of this period. Larger knives, a variety of stone flake scrapers, and drill-like implements are common during this period. Shell fishhooks become an integral part of the tool kit. Bone tools, including awls, are more numerous than in the preceding period; and the use of asphaltum adhesive becomes more common. (Koerper and Drover 1983)

### ***Late Precontact Period (A.D. 500–1769)***

During the Late Precontact Period, use of plant food resources increased in conjunction with land and marine mammal hunting. The variety and complexity of material culture also increased during this period, demonstrated by more diverse classes of artifacts. The recovery of many small, finely-chipped projectile points, usually stemless with convex or concave bases, suggests an increased utilization of the bow and arrow for hunting rather than the atlatl and dart. (Wallace 1955)

During this period, an increase in population size is accompanied by the advent of larger, more permanent villages with greater numbers of inhabitants. Some coastal and nearby coastal settlements were occupied by as many as 1,500 people. Many of these larger settlements were permanent villages where at least some people resided year-round. The populations of these villages may have also increased seasonally. (Wallace 1955)

## ***Ethnographic Setting***

### **Gabrielino**

At the time of European contact, Los Angeles County, in which the Project Site is located, most of Orange County, and portions of San Bernadino and Riverside Counties was the ancestral home of the Gabrielino. Please see Section 4.16, Tribal Cultural Resources, for more information regarding tribal cultural resources or the possibility of tribal cultural resources within the Project Site. The Gabrielino and their descendants are those people who became associated with Mission San Gabriel Arcángel, which was established in south-central Los Angeles County on September 8, 1771, in what has ever since been called the San Gabriel Valley. Today, these people are sometimes referred to as the Tongva, although the term originally (i.e., before the arrival of Euro-Americans) referred to the inhabitants of the San Gabriel Valley only. Today, Gabrielino ancestry also refers to the occupants of the San Fernando Valley (Fernandeño). The Eastern Gabrielino refers to those who lived south of the San Gabriel Mountains, mainly in the San Gabriel Valley, while the Western Gabrielino refers to those who lived along the western coast of Los Angeles County, from Malibu to Palos Verdes, and includes the people living in the San Fernando Valley. (Kroeber 1925 and Bean and Smith 1978)

The ancestral Gabrielino arrived in the Los Angeles Basin probably 500 Before the Common Era (BCE). Large, permanent villages were established in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Eventually, Gabrielino territory encompassed the watersheds of the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana Rivers (which includes the greater Los Angeles Basin) to perhaps as far south as Aliso Creek, as well as portions of the San Fernando, San Gabriel, and San Bernardino Valleys. Gabrielino territory also included the islands of San Clemente, San Nicholas, and Santa Catalina. Recent studies suggest the population may have numbered as many as 10,000 individuals at their peak in the Pre-contact Period. (Kroeber 1925 and Bean and Smith 1978)

The subsistence economy of Gabrielino was one of hunting and gathering. The surrounding environment was rich and varied, and the natives were able to exploit mountains, foothills, valleys, deserts, and coasts. As was the case for most native Californians, acorns were the staple food (by the Intermediate Horizon), supplemented by the roots, leaves, seeds, and fruit of a wide variety of flora (i.e., cactus, yucca, sage, and agave). Fresh and saltwater fish, shellfish, birds, insects, and large and small mammals were exploited. (Kroeber 1925 and Bean and Smith 1978)

A wide variety of tools and implements were employed by the Gabrielino to gather, collect, and process food resources. The most important hunting tool was the bow and arrow. Traps, nets, blinds, throwing sticks, and slings were also employed. Fish were an important resource and nets, traps, spears, harpoons, hooks, and poisons were utilized to catch them. Ocean-going plank canoes and tule balsa canoes were used for fishing and for travel by those groups residing near the Pacific Ocean. (Kroeber 1925 and Bean and Smith 1978)

The processing of food resources was accomplished in a variety of ways: nuts were cracked with hammer stone and anvil; acorns were ground with mortar and pestle; and seeds and berries were ground with mano and metate. Yucca, a valuable resource in many areas, was eaten by the natives and exploited for its fibers. Strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks were also employed. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels. (Kroeber 1925 and Bean and Smith 1978)

Gabrielino houses were circular domed structures of willow poles thatched with tule. They were quite large and could, in some cases, hold 50 individuals. Other structures served as sweathouses, and ceremonial enclosures. (Kroeber 1925 and Bean and Smith 1978)

## **Phase I Cultural Resources Study (LSA)**

### ***2020 South Central Coastal Information Center Literature Review and Records Search***

The results of the 2020 South Central Coastal Information Center (SCCIC) literature review (conducted for the Prior Project) identified eight previous studies within the ½-mile search radius. Two of the eight previous cultural resources studies have included the Project Site: LA-03102 (an Environmental Impact Report [EIR] prepared by Greenwood and Associates in 1994) and LA-11993 (a Finding of No Adverse Effect report prepared by Galvin Preservation Associates in 2012). Neither of these studies identified cultural resources within the Project Site. Six additional reports have included areas within the ½-mile radius around the Project Site: four surveys, one EIR, and one Historic Property Survey Report (HPSR). The record search conducted for the Prior Project indicated that no cultural resources (archaeological and built environment) have been recorded in the Project Site. As detailed below, this record search was updated for the Project. As of 2020, three cultural resources had been recorded within ½-mile of the Project Site, all of which are historic period-built environment resources: P-19-179268 (the Jennie A Reeve House), P-19-189246 (the Light Hope Long Beach Tower #M5/T2), and P-19-192309 (a Southern California Edison transmission line). (LSA 2020)

### ***Aerial Photographs and Historic Maps***

The oldest available aerial photograph dates back to 1953, at which time the Project Site was not in its natural state; it appears to have been used as an oil sump hole. Between 1963 and 1972, construction of Interstate 405 (I-405; south of the Project Site) was completed, but the use of the Project Site was maintained as an oil sump hole. By 1980 the oil sump hole appears to have been filled in with dirt. A driving range was constructed between 1994 and 2002. (LSA 2020)

The earliest available topographic quadrangle reviewed by LSA dates to 1896 and depicts no buildings on the Project Site, as well as the Los Angeles River running its natural course. The 1899, 1902, 1906, 1911, 1916, 1923, 1924, and 1926 maps show the same. The 1939 map depicts a railroad to the east of the Project Site, and the 1951 map depicts the Project Site with the label “Oil Sumps.” The map dated to 1966 shows I-405 as developed and the Project Site as an oil sump. LSA (2020) also noted the Project Site continues to be labeled as an oil sump up through the map dated to 1987 listed on the National Environmental Title Research (NETR) website. By 1994, the Project Site was used as a driving range until 2002 (LSA 2020). The maps listed on the NETR and dated to 2012 and later do not have the Project Site labeled as an oil sump. (LSA 2020)

### ***Native American Heritage Commission***

Steven Quinn, Native American Heritage Commission (NAHC) Cultural Resources Analyst, responded to the Sacred Lands File (SLF) search request on March 11, 2020 (in conjunction with the Prior Project), stating that results were negative and that no Native American cultural resources were known in the area. The NAHC also provided a suggested list of Native American individuals to contact for information regarding the Project Site. (LSA 2020) The tribal consultation results are discussed in Section 4.17, Tribal Cultural Resources.

**Cultural Resources Field Survey**

The results from the LSA 2020 pedestrian field survey conducted at the Project Site in conjunction with the Prior Project were negative for cultural resources. (LSA 2020)

**Updated Literature Review and Records Search (Psomas)****2023 South Central Coastal Information Center Literature Review and Records Search**

The results from the updated 2023 literature review and records search conducted by Psomas for the Project Site revealed that 14 previous cultural resource studies (Table 4.4-1) have been conducted within ½-mile of the Project Site and one of those studies (LA-03102) included the Project Site (an Environmental Impact Report [EIR] prepared by Greenwood and Associates in 1994). One of the previous studies - LA-11993 – identified from the 2020 literature review as within the Prior Project Site was identified from the 2023 updated literature search as being slightly outside of the Project Site. The remaining studies consisted primarily of archaeological surveys and one Cultural Resources Monitoring Report. No cultural resources were identified within the Project Site from the previous study LA-03102 or the nearby study LA-11993. (SCCIC 2023)

**TABLE 4.4-1  
CULTURAL RESOURCE STUDIES WITHIN ½-MILE OF THE PROJECT AREA**

<b>Report No.</b>	<b>Author(s) (Year)</b>	<b>Title</b>
LA-02882	McKenna, Jeanette A. (1993)	Cultural Resources Investigations, Site Inventory, and Evaluations, the Cajon Pipeline Project Corridor, Los Angeles and San Bernadino Counties, California
LA-02970	Chamberlaine, Pat and Jean Rivers-Council (1992)	Cajon Pipeline Project Draft Environmental Impact Statement Environmental Impact Report
LA-03102	McCawley, William, John Romani, and Dana Slawson (1994)	The Los Angeles County Drainage Area Subsequent Environmental Impact Report
LA-04512	Eggers, A.V. (1977)	Cultural Resources Inventory of the City of Carson, California
LA-05399	Storey, Noelle	Negative Archaeological Survey Report:01-la-405-kp41.27/1.29-07-173-4g4101, Raising the Profile Connector from Southbound Interstate 405 to Southbound Interstate 710
LA-05404	Sylvia, Barbara (2000)	Negative Archaeological Survey Report:07-la-405-s/b at N/b710-07-174-4g4101
LA-06047	Duke, Curt (2002)	Cultural Resource Assessment AT&T Wireless Services Facility No. 05265 Los Angeles County, California
LA-06051	Duke, Curt (2002)	Cultural Resource Assessment AT&T Wireless Services Facility No. 05311a Los Angeles County, California
LA-06060	Duke, Curt (2002)	Cultural Resource Assessment AT&T Wireless Services Facility No. D185b Los Angeles County, California
LA-07907	Wlodarski, Robert J. (2006)	Record Search and Field Reconnaissance for the Proposed Royal Street Communications LLC, Wireless Telecommunications Site La0541a (SCE Wireless) Located at 1435 West Wardlow Road, Long Beach, California 90810
LA-07971	Tang, Bai "Tom" and Josh Smallwood (2006)	Seismic Retrofit of the Union Pacific Railroad (UPRR) Bridge Over Santa Fe Avenue (state Bridge No. 53c0458), on the Boundary Between the Cities of Long Beach and Carson, Los Angeles County
LA-09214	Bonner, Wayne H. (2007)	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2887C (Sylar-SCE Tower), North of Carson Street/East of 710 Freeway, Long Beach, Los Angeles County, California



**TABLE 4.4-1  
CULTURAL RESOURCE STUDIES WITHIN ½-MILE OF THE PROJECT AREA**

Report No.	Author(s) (Year)	Title
LA-11993	O'Neill, Laura (2012)	Finding of No Adverse Effect for the Proposed Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange
LA-12330	Slawson, Dana and Kay, Michael (2013)	Rancho Los Cerritos Visitor Center and Arroyo Restoration Project Cultural Resources Monitoring Report
Source: SCCIC 2023.		

As noted above, the results of the updated SCCIC records search confirm that no previous research relating to the Project Site has identified cultural resources located within the Project Site. However, three resources are located within a half-mile of the Project Site as shown in Table 4.4-2. As discussed above, none of the three resources are located at the Project Site. These resources include P-19-179268 (Jennie A Reeve House), P-19-187942 (Bridge #53C0458), and P-19-189450. (SCCIC 2023)

**TABLE 4.4-2  
CULTURAL RESOURCES WITHIN ½-MILE OF THE PROJECT SITE**

Trinomial/ Primary Number	Recorder (Year)	Description
P-19-179268	R. Makinson, School of Architecture, USC (1983)	California Office of Historic Preservation (OHP) Property Number – 029956; Resource Name – Jennie A Reeve House; Other - Reeve/Townsend House
P-19-187942	J. Smallwood, CRM Tech (2006)	Resource Name – Bridge #53C0458
P-19-189450	Unknown (2011)	OHP Property Number – 174435; Resource Name - Killingsworth, Brady & Smith
Source: SCCIC 2023.		

As noted above in the discussion on aerial photographs and historical maps, the Project Site was used as a driving range from 1994 until 2002. No standing buildings or extant structures are located on the Project Site. (LSA 2020)

## **B. Regulatory Framework**

### **Federal**

#### ***National Historic Preservation Act***

The National Historic Preservation Act (NHPA) of 1966, as amended, promotes the preservation, enhancement, and productive use of historic resources. The NHPA established the Advisory Council on Historic Preservation (ACHP) and provided procedures for the ACHP and federal agencies in promoting historic preservation. (NPS 1990)

Section 106 of the NHPA, which is codified as 36 CFR Part 800, requires that federal actions and the use of federal funds consider their potential effects on historic properties or those listed in or eligible for listing in the NRHP (National Register). (NPS 1990)

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## **National Register of Historic Places**

The NHPA of 1966 established the National Register as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (NPS 1990). The National Register recognizes a broad range of historical and cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, precontact archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture. (NPS 1990)

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic, character, and/or physical development. A district’s significance and historic integrity determine its boundaries. (NPS 1990)

A resource that is listed in or eligible for listing in the National Register is considered “historic property” under Section 106 of the NHPA. (NPS 1990)

### Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age (NPS 1990), unless it is of exceptional importance as defined in Title 36 CFR, Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history. (NPS 1990)

### Historic Districts

The National Park Service defines a historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development”. A district must be “a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations”. Boundaries must be based upon a shared relationship among the properties constituting the district. (NPS 1990)

Within a historic district, a building, structure, or feature is considered a contributor if it was constructed during the period of significance, contributes to the property's historic significance and character, and retains sufficient integrity to convey that significance. Non-contributors are those buildings that were constructed outside of the period of significance, do not contribute to the property's historic significance and character, and/or do not retain sufficient integrity. (NPS 1990)

### Period of Significance

According to the National Park Service, in addition to the above criteria, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made. This is referred to as the period of significance (NPS 1990). The period of significance is the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for listing. The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction. The period of significance can be as brief as a single year; many, however, span many years and consist of beginning and closing dates. Identification and definition of the period of significance is based on "specific events directly related to the significance of the property," for example, the date of construction, years of ownership, or length of operation as a particular entity. (NPS 1990)

### Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance" (NPS 1990). The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. In general, the National Register has a higher integrity threshold than State or local registers. (NPS 1990)

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property. (NPS 1990)

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## **Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation**

The Secretary of the Interior (SOI) Standards were codified in 1995 (36 Code of Federal Regulations [CFR] Part 68) to establish professional standards that apply to all proposed development grant-in-aid projects assisted through the National Historic Preservation Fund and to serve as general guidance for work on any other historic building. The SOI Standards apply to historic properties of all periods, styles, types, materials, and sizes (NPS 1990). The ten Standards for Rehabilitation are:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. (NPS 1990)

## **State**

### ***Historical Resources Under California Environmental Quality Act***

CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. (PRC 2011 and CCR 2024)

CEQA and the CEQA Guidelines provide that historical resources are: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. (PRC 2011 and CCR 2024)

### **California Register of Historical Resources**

The CRHR is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.” The CRHR was enacted in 1992, and its regulations became official on January 1, 1998. The CRHR is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility in the CRHR are based upon National Register criteria. Certain resources are determined to be automatically included in the CRHR, including California properties formally determined eligible for, or listed in, the National Register. To be eligible for the CRHR, a precontact or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; or
- B. It is associated with the lives of persons important to local, California or national history; or
- C. It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- D. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. (PRC 2011 and CCR 2024)

A resource eligible for the CRHR must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the (CRHR). PRC 2011 and CCR 2024)

Additionally, the CRHR consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- CRHR Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the CRHR.

Other resources that may be nominated to the CRHR include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the CRHR, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone. (PRC 2011 and CCR 2024)

### **California Health and Safety Code**

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC). These sections also address the disposition of Native American burials in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial. (HSC 2023)

Section 7050.5 of the California Health and Safety Code specifically provides for the disposition of accidentally discovered human remains. It states that if human remains are found, no further excavation or disturbance of the Site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. If the County Coroner determines the remains are likely Native American, the Coroner contacts the Native American Heritage Commission. (HSC 2023)

### **PRC Section 5097.98**

Pursuant to PRC Section 5097.98, when the NAHC receives notice from a County Coroner pursuant to California Health and Safety Code Section 7050.5, the NAHC notifies those persons it believes to be most likely descended from the deceased Native American. The descendants, with permission of the landowner, may inspect the Site of the discovery and, within 48 hours of being granted access to the Site, recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. Upon the discovery of Native American remains, the landowner must ensure the immediate vicinity is not damaged or disturbed by further development until the landowner has discussed and conferred with the most likely descendants regarding their recommendations. (PRC 2010)

### **Senate Bill 18**

SB 18 (Government Code Section 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and other public agencies by requiring local governments to contact, refer plans to and consult with California Native American tribes identified by the NAHC for the purpose of protecting and/or mitigation impacts to cultural places as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB 18 stipulates that, "Prior to the adoption or any amendment of a general or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purposes of preserving, or mitigating, impacts to cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment..." (OPR 2017b). SB 18 requires public notice to be sent to tribes listed on the NAHC SB 18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within

90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

## **Local**

### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements: Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space and Recreation, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design.

The City's Historic Preservation element was adopted by the City Council on June 22, 2010. The Element was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, the publication entitled "Preparing a Historic Preservation Plan" by Bradford J. White and Richard J. Roddewig, and other applicable state standards and guidelines. The Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Development of the Historic Preservation Element was coordinated with the City's 2030 General Plan update. Primary goals of the Historic Preservation Element are to better integrate historic preservation into City procedures and interdepartmental decisions, and to create a meaningful partnership with the community in order to implement the historic preservation program. The goals and policies of the Historic Preservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning. (Long Beach 2010)

### **4.4.3 PROJECT IMPACTS**

#### **A. Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

- |                              |  |
|------------------------------|--|
| <b><i>Threshold 4.4a</i></b> | <b><i>Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</i></b>    |
| <b><i>Threshold 4.4b</i></b> | <b><i>Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</i></b> |
| <b><i>Threshold 4.4c</i></b> | <b><i>Would the project disturb any human remains, including those interred outside of formal cemeteries?</i></b>                          |

## **B. Methodology**

### **Phase I Cultural Resources Study (LSA)**

#### ***2020 South Central Coastal Information Center Literature Review and Records Search***

A literature review and records search for the Project Site and a 0.5-mile radius was conducted on March 13, 2020, by SCCIC staff of the California Historical Resources Information System (CHRIS) at California State University, Fullerton. The SCCIC, an affiliate of the OHP, is the official repository of cultural resources records and reports for Los Angeles County. Background research also included a review of the following State and Federal inventories:

- Directory of Properties in the Historic Property Data File (OHP 2012). The directory includes the listings of the NRHP (National Register), National Historic Landmarks, the CRHR (CRHR), California Historical Landmarks, and California Points of Historical Interest;
- California Historical Landmarks (OHP 1996);
- California Points of Historical Interest (OHP 1992);
- Five Views: An Ethnic Historic Site Survey for California (OHP 1988); and
- California Inventory of Historic Resources (OHP 1976).

#### ***Aerial Photographs and Historic Maps***

Additional background research included a review of historic-period United States Geological Survey (USGS) maps and aerial photographs to assess the potential for subsurface historic-period archaeological deposits at the Project Site.

#### ***Native American Heritage Commission***

The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California. On February 28, 2020, LSA submitted a request to the NAHC to request a review of the SLF for the presence of Native American cultural resources that might be impacted by the Prior Project (LSA 2020). Additionally, as detailed in Section 4.16, Tribal Cultural Resources, an updated contact list was requested from the NAHC in 2023, for AB52 and SB18 consultation.

#### ***Cultural Resources Field Survey***

On March 27, 2020, LSA Archaeologist Ivan Strudwick, M.A., RPA, conducted a pedestrian field survey of the Project Site. In accordance with the Secretary of the Interior's (SOI) standards for archaeology, Mr. Strudwick surveyed the entire Project Site by walking transects spaced 7 to 10 meters apart. A trowel was used to periodically shift surficial soils to examine subsurface sediments. Rodent burrowing holes and back dirt piles were examined for indications of archaeological deposits and/or human remains. The results from the LSA 2020 pedestrian field survey were negative for cultural resources (LSA 2020).



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## **Updated Literature Review and Records Search (Psomas)**

### ***2023 South Central Coastal Information Center Literature Review and Records Search***

An updated literature review and records search was conducted for the Project Site by Psomas on September 11, 2023.

## **Tribal Cultural Resource Consultation (City)**

Tribal Cultural Resource (TCR) consultations was conducted as part of the government-to-government consultations between the City and tribal governments requesting to consult on the Project as required by Assembly Bill (AB) 52 and SB 18. The results from the consultation are presented in Section 4.16, Tribal Cultural Resources, of this DEIR.

## **C. Standard Requirements**

**SR CUL-1** If human remains are found during ground-disturbing activities, no further excavation or disturbance of the Site or any nearby area reasonably suspected to overlie adjacent remains shall occur, in accordance with Section 7050.5 of the California Health and Safety Code. The County Coroner shall be notified of the discovery immediately. If the County Coroner determines that the remains are or believed to be Native American, s/he shall notify the NAHC in Sacramento within 24 hours of the discovery. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the Site by the City. The City would meet and confer with the most likely descendant regarding their recommendations prior to disturbing the Site by further construction activity.

## **D. Impact Analysis**

**Threshold 4.4a** ***Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?***

Based on the SCCIC literature review and records searches from 2020 and 2023, there are no cultural resources within the Project Site listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interest lists. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. There are three built environment cultural resources located within ½-mile of the Project Site. These resources include P-19-179268 (Jennie A Reeve House), P-19-187942 (Bridge #53C0458), and P-19-189450 (Killingsworth, Brady & Smith). However, none of the three resources are located within the Project Site, and due to the Project Site's isolation between the LA River, I-405 Freeway, and Metro tracks and its distance from these resources, the Project would not impact these buildings or structure. Historic plat maps for the area were also reviewed to determine the potential for historic archaeological sites to underlie the Project Site. A review of the 1896 and 1942 maps indicated that, although the Project Site itself was undeveloped it was located in a developed portion of the City during those time periods; there is no indication of historic structures or features at the location of the Project Site. The review of archival material about the history of the built-environment resources did not identify any historic structures or potential historic structures within the Project Site (LSA 2020 and SCCIC 2023).

Therefore, the Project would not result in a significant adverse impact to any identified or eligible historical resources and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Historical Resources: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would not result in a significant adverse impact to any identified or eligible historical resources and impacts would be less than significant. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified no impact related to historical resources.

### **Threshold 4.4b      *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

No archaeological resources were observed during the 2020 survey conducted for the Project Site. The literature review conducted for the Project revealed that 14 cultural resources studies have been conducted within ½-mile of the Project Site; one of the studies (LA-03102) included the Project Site. The results of the study were negative for cultural resources located at the Project Site (LSA 2020 and SCCIC 2023).

As noted above, the records search review also identified three historic-era built environment cultural resources within ½-mile of the Project Site. Of these, none are recorded on the Project Site and therefore, no archaeological resources associated with these built environment resources are within the Project Site (LSA 2020 and SCCIC 2023). As such, the Project would not cause a substantial adverse change in the significance of a known archaeological resource associated with these three built environment resources, as defined in §15064.5 of the CEQA Guidelines.

Tribal cultural resources, which are considered a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to a California Native American Tribe and is either eligible for the California Register or a local register, are discussed further in Section 4.17, Tribal Cultural Resources, of this EIR. As stated in Section 4.17, impacts to tribal cultural resources would be potentially significant.

Due to the level of past disturbance on the Project Site, including creation of the sump during the Project Site's prior use as an oil sump and subsequent import of cover soils in conjunction with the prior golf driving range, and limited excavation that is planned for the Project, it is not anticipated that archaeological resources would be uncovered during construction of the Project. Nevertheless, there is a potential for undiscovered archaeological resources to be uncovered during grading activities which would result in a potentially significant impact.

### **Mitigation Measures**

**MM CUL-1** In the event that cultural (archaeological) resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project Applicant/Developer shall retain a qualified professional archaeologist,

subject to approval by the lead agency, to evaluate the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume. Upon completion of ground disturbance activities and evaluation, the archaeologist will prepare post-construction findings for the City.

### **Level of Significance After Mitigation**

Archaeological Resources: The Project would implement **MM CUL-1**, which requires a qualified professional archaeologist to evaluate the significance of the find and determine the appropriate action upon the discovery of an archaeological resource. Therefore, with implementation of **MM CUL-1**, impacts related to archaeological resources would be less than significant.

**Impact Comparison Summary:** The DEIR concludes that, with implementation of **MM CUL-1** requiring that any resources that are inadvertently uncovered during grading be evaluated by a qualified Archaeologist to determine their significance and the need to protect in place; salvage and preserve; or other measure(s) to reduce impacts to important cultural resources, potential impacts to archaeological resources would be reduced to less than significant levels. The Project would therefore result in similar impacts when compared with the impact analysis in the MND, which identified less than significant with the same mitigation incorporated related to archaeological resource impacts.

### **Threshold 4.4c      *Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

Due to the level of past disturbance on the Project Site, including creation of the sump during the Project Site's prior use as an oil sump and subsequent import of cover soils in conjunction with the prior golf driving range, and limited excavation that is planned for the Project, it is not anticipated that human remains, including those interred outside formal cemeteries, would be encountered during grading activities at the Project Site. If human remains are found, the remains would require proper treatment, in accordance with the California Health and Safety Code Section 7050.5. Sections 7050.5–7055 of the California Health and Safety Code describe the general provisions for the handling of human remains. Specifically, California Health and Safety Code Section 7050.5 describes the protocols to be followed if human remains are accidentally discovered during ground disturbance or excavation. As detailed in **SR CUL-1**, if human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified; the remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. In addition, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would have to be implemented. If the Coroner, with the aid of a qualified Archaeologist, determines that the remains are precontact, the coroner will contact the NAHC. The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains.

With adherence to State law, **SR CUL-1**, in the event human remains are encountered, construction would stop as necessary and any potential human remains would be handled appropriately by the County Coroner and the MLD, if appropriate; as such, potential impacts on human remains if present would be less than significant.

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### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Human Remains: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** With adherence to State law which details the appropriate actions necessary in the event human remains are encountered, potential impacts on human remains would be less than significant. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified a less than significant impact related to human remains or burials impacts.

#### **4.4.4 CUMULATIVE IMPACTS**

A cumulative impact is defined as “the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” In other words, cumulative impacts are two or more individual effects that are considerable when taken together, or that compound or increase other environmental impacts. Development of related projects can affect historical resources if such projects adversely alter and/or demolish historical resources that may be interrelated, such as historical resources that are part of a historic district or historical resources that are significant within the same historic context, and the Project’s contribution to the impact would be cumulatively considerable.

A significant cumulative impact associated with a project and related projects would occur if the impact would render a historical resource no longer eligible for historic listing or designation. Cumulative impacts have the potential to affect resources with the same level or type of designation or evaluation, resources that are significant within the same historic context, or contributing properties to the same historic district.

The Project—in conjunction with the effects of past projects, other current projects, and probable future projects in the City and the local area—has the potential to yield archaeological resources, resulting in a potentially significant cumulative impact.

Additionally, a significant cumulative impact associated with a project and related projects would occur if the impact disturbed human remains outside of formal cemeteries or those interred in Native American sacred sites, constituting a significant impact. As discussed above, with adherence to State law, **SR CUL-1**, in the event human remains are encountered, construction would stop as necessary and any potential human remains would be handled appropriately by the County Coroner and the MLD, if appropriate; as such potential impacts on human remains if present would be less than significant.

### **Mitigation Measures**

**MM CUL-1** In the event that cultural (archaeological) resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project Applicant/Developer shall retain a qualified professional archaeologist, subject to approval by the lead agency, to evaluate the significance of the find and

determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume. Upon completion of ground disturbance activities and evaluation, the archaeologist will prepare post-construction findings for the City.

#### **Level of Significance After Mitigation**

Cumulative Impacts: The Project as well as other cumulative projects in the area would be required to incorporate mitigation in order to reduce potential cumulative impacts to a less than significant level. The Project's contribution of cumulative impacts related to cultural resources would not be significant because Project impacts would be reduced to less than significant after implementation of **MM CUL-1** and adherence to **SR CUL-1**. Therefore, with implementation of mitigation, the Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact.

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## **4.5 ENERGY**

This section discusses the existing setting regarding energy usage and the Project's potential impacts related to energy usage.

### **4.5.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Energy analysis in the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to energy. The MND determined that the Prior Project's construction would not result in inefficient, wasteful, or unnecessary fuel consumption. In addition, the Prior Project's operation would not result in wasteful, inefficient, or unnecessary energy consumption since project design, construction, and operation would comply with California Building Energy Efficiency Standards, CALGreen code, and the City of Long Beach Climate Action and Adoption Plan (CAAP). As a result, the impacts were determined to be less than significant.

The analysis contained in the MND indicated the Prior Project would be required to comply with Chapter 21.64 of the City's Municipal Code, which implements transportation demand and trip reduction measures. Compliance with City and State requirements would result in consistency with State and local plans related to energy conservation and energy efficiency. Therefore, the impacts were determined to be less than significant.

#### ***MND Mitigation Measures***

No mitigation measures were adopted as part of the MND.

### **4.5.2 ENVIRONMENTAL SETTING**

The following discussion details the existing conditions at the time the development application was first filed and the City initiated preparation of the MND. Section 2.0, Introduction, further details the Project's baseline.

#### **B. Existing Conditions**

##### **Electric Power**

Southern California Edison (SCE) provides electricity to the City including the Project Site. SCE's service area spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (SCE 2019). Total electricity consumption in SCE's service area was 106,080 gigawatt-hours (GWh) in 2015 and is forecasted to increase to 120,780 GWh in 2028 for the mid-demand scenario (CEC 2017); one GWh is equivalent to one million kilowatt-hours.

Sources of electricity sold by SCE in 2022 were:

- 33.2 percent renewable (solar, wind, and geothermal)
- 3.4 percent large hydroelectric
- 24.7 percent natural gas
- 8.3 percent nuclear
- 30.3 percent unspecified sources – that is, not traceable to specific sources (SCE 2022).

## **Natural Gas**

The Long Beach Gas and Oil Department (LBGO) provides natural gas to the City. Today, LBGO serves approximately 500,000 customers (155,000 accounts) in the cities of Long Beach and Signal Hill in addition to portions of Los Alamitos, Bellflower, Compton, and Los Angeles County.

## **Gasoline**

Fuel consumption data (gasoline) for the Los Angeles region was obtained from CARB's EMFAC database. An average of 10,242,652 gallons of gasoline is consumed per day by various classes of onroad vehicles: light duty automobiles, motorcycles, medium duty vehicles, etc. The amount of gasoline consumed in 2023 totaled 3,824,838,699 gallons, or an average of 10,479,010 gallons of gasoline per day (CARB 2021).

## **Diesel**

Fuel consumption data (diesel) for the Los Angeles region was obtained from CARB's EMFAC database. An average of 1,626,001 gallons of diesel is consumed per day by various classes of onroad vehicles: light duty automobiles, medium duty vehicles, heavy duty vehicles, busses, etc. The amount of diesel consumed in 2023 totaled 587,320,531 gallons, or an average of 1,609,097 gallons of diesel per day (CARB 2021).

## **C. Regulatory Framework**

### **Federal**

#### ***Energy Independence and Security Act of 2007***

The Energy Independence and Security Act (EISA) of 2007 (Public Law 110–140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The EISA sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration.

### **State**

#### ***CEQA***

California Public Resources Code Section 21100(b)(3) and Appendix F to the State CEQA Guidelines require a discussion of potential energy impacts of proposed projects.

Appendix F states:

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) Decreasing overall per capita energy consumption,
- (2) Decreasing reliance on fossil fuels such as coal, natural gas, and oil, and
- (3) Increasing reliance on renewable energy sources.

Appendix F of the State CEQA Guidelines also states that “potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances specific items may not apply or additional items may be needed. Where items listed below are applicable or relevant to the project, they should be considered in the EIR:

- B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.
- C. Environmental Impacts may include: 1. The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed. 2. The effects of the project on local and regional energy supplies and on requirements for additional capacity. 3. The effects of the project on peak and base period demands for electricity and other forms of energy. 4. The degree to which the project complies with existing energy standards. 5. The effects of the project on energy resources. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.
- D. Mitigation Measures may include: 1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed. 2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste. 3. The potential for reducing peak energy demand. 4. Alternate fuels (particularly renewable ones) or energy systems. 5. Energy conservation which could result from recycling efforts.
- E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.
- F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.
- G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.
- H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the project’s energy costs over the project’s lifetime.
- I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

### **California Public Utilities Commission**

The California Public Utilities Commission (CPUC) regulates utility companies and ensures the provision of safe, reliable utility service and infrastructure related to electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. CPUC General Order 112E, which is based on the Federal Department of Transportation Guidelines contained in Part 192 of the Code of Federal Regulations, specifies a variety of design, construction, inspection, and notification requirements. The CPUC conducts annual audits of pipeline operations to ensure compliance with these safety standards. In addition, SCGC has a safety program which has reduced the risk of gas distribution fires by improving welds on the

larger diameter (24- to 30-inch) pipelines and by replacing old distribution pipes with flexible plastic pipes.

### ***Renewables Portfolio Standard***

The California Renewables Portfolio Standard (RPS) was established in 2002 under Senate Bill (SB) 1078 and was amended in 2006 and 2011. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. The CPUC is required to provide quarterly progress reports regarding the State's progress toward RPS goals.

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 implements some of the goals of Executive Order (EO) B-30-15. Based on California Legislative Information 2015, the objectives of SB 350 are:

1. To increase from 33 percent to 50 percent, the procurement of California's electricity from renewable sources; and
2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

The text of SB 350 sets a December 31, 2030 target for 50 percent of electricity to be generated from renewable sources. The RPS requires the public utilities within California to achieve 100 percent electricity generation from renewable energy sources by 2045.

### ***California Energy Commission***

In 1974, the California Energy Commission (CEC) was created to be the State's principal energy planning organization and to meet the energy challenges facing the State in response to the 1973 oil embargo. The CEC is charged with seven basic responsibilities when designing State energy policy:

- Advancing State Energy Policy;
- Achieving Energy Efficiency;
- Certifying Thermal Power Plants;
- Investing in Energy Innovation;
- Transforming Transportation;
- Developing Renewable Energy; and
- Preparing for Energy Emergencies.

### ***State Alternative Fuels Plan***

Assembly Bill (AB) 118 requires the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with the California Air Resources Board (CARB) and in consultation with other federal, State, and local agencies to reduce petroleum consumption, to increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen), to reduce greenhouse gas (GHG) emissions, and to increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels, result in significant improvements in the energy

efficiency of vehicles, and reduce trips and vehicle miles traveled through changes in travel habits and land management policies.

### ***Appliance Efficiency Regulations***

California's Appliance Efficiency Regulations (California Code of Regulations [CCR], Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, wine chillers, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California. These standards are updated regularly to allow consideration of new energy efficiency technologies and methods.

### ***Energy Efficiency Standards***

The Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The CEC adopted the 2008 changes to the Building Energy Efficiency Standards in order to (1) provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy; and (2) respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHGs to 1990 levels by 2020. Title 24, Part 6 of the California Building Energy Efficiency Standards (known as the 2022 California Energy Code or "Title 24") went into effect on January 1, 2023 and improved upon the 2019 standards for new construction, additions, and alterations of residential and nonresidential buildings (CEC 2022). California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The Project would be subject to the latest future energy standards as they are adopted and go into effect.

### ***California Green Building Standards Code***

The California Building Standard Commission's (CBSC's) mission is to produce sensible and usable state building standards and administrative regulations that implement or enforce those standards. The 2022 California Green Building Standards Code (CCR, Title 24, Part 11), also known as the "CALGreen Code", contains mandatory requirements for new residential and non-residential buildings (including buildings for retail, office, public schools, and hospitals) throughout California (CBSC 2022b). The 2022 CALGreen Code went into effect on January 1, 2023 (CBSC 2022b). The development of the CALGreen Code is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The CALGreen Code has established regulations to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. The CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2022b).

## **Local**

### ***City of Long Beach***

#### **General Plan**

The Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City.

#### ***Land Use Element***

The Land Use Element firmly commits Long Beach to realizing its vision through the following bold moves:

- Target Growth and Mobility.
- Capitalize on Our Regional Strategic Location and Strengths.
- Build Up Local Businesses and Educational Institutions.
- Become a Smarter City.
- Provide Clean, Renewable Energy.
- Prioritize Green and Healthy Living Approaches.
- Address and Adapt to Climate Change.
- Celebrate and Support Our Diversity.

The City relies heavily on coal, oil, and natural gas to fuel our homes, businesses, and institutions. Fossil fuels are nonrenewable; they draw on dwindling, finite resources that can have expensive and environmentally damaging effects. In contrast, many types of renewable energy resources—such as wind, solar and wave energy—will not run out. Solar energy is the cleanest, most abundant renewable energy source available. Wave power is an exciting emerging long-term energy source that is captured from the surface motion of waves on our beaches. Long Beach has ample supplies of both of these. (Long Beach 2019a).

The City has already taken significant green and sustainable approaches to improving the health of residents, businesses, neighborhoods, and the natural environment. The City continues to make efforts to: conserve and rely on renewable energy sources; facilitate urban agriculture and local farmers markets; counter the “urban heat island effect” by greening Long Beach’s urban environment; improve alternative transportation modes such as biking, walking and transit; encourage buildings to be more energy efficient (and lead by example); move new development closer to transit infrastructure; protect the riparian, coastal and wetland environments throughout the City; conserve water; and reduce waste and storm water pollutants (Long Beach 2019a). The Land Use Element identifies how Long Beach will continue to promote practices that create a greener, more sustainable environment. The following policies apply to the Project:

- LU Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.
- LU Policy 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.

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Municipal Code – Title 18: Long Beach Building Standards Code, Chapter 18.46 – Energy Code, Section 18.46.010

The City has adopted and incorporates by reference as though set forth in full in the City's Municipal Code the 2022 Edition of the California Energy Code. A copy of the California Energy Code, printed as code in book form, shall be on file in the office of the City Clerk (Long Beach 2019b).

Municipal Code – Title 21: Zoning, Chapter 21.64 – Transportation Demand and Trip Reduction Measures

The California State Legislature has found that the lack of an integrated transportation system and the increase in the number of vehicles are causing traffic congestion that each day results in hundreds of thousands of hours lost in traffic, tons of pollutants released into the air and millions of dollars of added costs to the motoring public. The State Legislature has, therefore, adopted legislation requiring the preparation and implementation of a Congestion Management Program (CMP) by County Transportation Commissions or other public agencies of every County that includes an urbanized area. The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for the preparation of the CMP for Los Angeles County (County). The CMP must contain a trip reduction and travel demand management element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-ride lots, improvement in the balance between jobs and housing, and other strategies, including flexible work hours, telecommuting and parking management programs. The County and every City within the County is required by State law to adopt and implement a Transportation Demand Management ("TDM") ordinance as an important element of the CMP to improve both congestion and air quality. This Chapter of the City's Municipal Code is intended to comply with the CMP's requirements for a TDM ordinance. Implementation of TDM measures would result in a reduction in vehicle trips, which would in turn result in a reduction in fuel consumption and demand for fuel as individuals opt to utilize alternative modes of transportation.

Nothing herein is intended, nor shall it be construed, to limit or otherwise preclude employers from offering or providing additional inducements to use alternatives to single-occupant vehicles to their employees necessary to meet Regulation XV requirements.

Long Beach Climate Action Plan

The Long Beach Climate Action Plan (LB CAP), also known as the Climate Action and Adaptation Plan (CAAP), was approved by the City Council on August 16, 2022. The LB CAP has been included as a mitigation measure in the General Plan Land Use Element update, and the LB CAP is a tool that may be used as the basis for future assessments of consistency with this plan in lieu of a project specific GHG CEQA analysis for individual projects (Long Beach 2022). A project-specific environmental document that relies on this plan for its GHG impacts analysis would identify specific reduction measures applicable to the project that are consistent with the LB CAP; it would also describe how the project incorporates those measures. If the measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures or project conditions of approval, or as some other mechanism to ensure implementation. As discussed in Section 4.7, Greenhouse Gas Emissions, the Project would be consistent with the City's CAP.

### 4.5.3 PROJECT IMPACTS

#### A. Thresholds of Significance

**Threshold 4.5a:** *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

**Threshold 4.5b:** *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

#### B. Methodology

For this analysis, energy demand and consumption were quantified for both construction and operation to provide an understanding of the magnitude of the Project's energy demand. In addition, this analysis focuses on the Project's efficiency through application of various regulatory requirements, project design features, and mitigation measures intended to increase efficiency and avoid wasteful, inefficient, or unnecessary energy consumption. As discussed above under Regulatory Framework, Appendix F of the CEQA Guidelines identifies energy-related discussion and analyses that may be included in an EIR, as applicable. Based on information available regarding the Project and the region, the following analysis includes the following:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, and maintenance.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The degree to which the project complies with existing energy standards.
4. The effects of the project on energy resources. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

#### Construction

Development of the Project would involve the consumption of gasoline and diesel fuel from off-road construction equipment and on-road vehicle sources such as vendor trucks, haul trucks, and worker trips. Fuel use for diesel and gasoline are provided for the construction phase for off-road equipment, worker commutes, haul trips, and vendor trips. Fuel consumption was estimated based on anticipated construction durations, as well as equipment quantities and types. Construction energy consumption was estimated using a proprietary energy consumption model utilizing a combination of the California Emissions Estimator Model (CalEEMod), the Off-Road Diesel Analysis (OffRoad) inventory tool, and CARB's Emission Factors (EMFAC) database. Construction equipment assumptions were based on data provided by the Applicant and CalEEMod for construction equipment activities, which are included in Appendix C-3, while fuel consumption was derived from OffRoad for off-road vehicles and EMFAC for on-road vehicles.

#### Operations

The operations phase would result in energy consumption from vehicle trips associated with the Project as well as electrical consumption for heating needs. Operational phase energy consumption was estimated using CalEEMod for vehicle trips, trip lengths, and vehicle types. Fuel consumption for each of these vehicle types was obtained using 2021 EMFAC data published by CARB. This data was then utilized to estimate operational fuel consumption for the Project. The CalEEMod model calculated electricity and natural gas consumption based on energy data



specific to Project land uses; specifically, commercial and parking land uses. However, note that no natural gas is proposed as part of the Project.

### **C. Standard Requirements**

The following standard requirements are applicable to the Project.

**SR ENE-1:** Energy efficiency inspections. Inspections shall be made to determine compliance with the California Energy Code adopted in Chapter 18.46 and shall include, but not be limited to, inspection for: envelope insulation R- and U-values, fenestration U-value, duct system R-value, and HVAC and water-heating equipment efficiency. (Municipal Code 18.07.050).

**SR ENE-2: Transportation demand and trip reduction measures.**

#### **A. Applicability:**

Prior to approval of any development project, the applicant shall make provision for, as a minimum, all of the following applicable transportation demand management and trip reduction measures.

#### **B. Development Standards:**

1. Nonresidential development of twenty-five thousand (25,000) square feet or more shall provide the following to the satisfaction of the City:
  - a. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to the following:
    - i. Current maps, routes and schedules for public transit routes serving the site;
    - ii. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
    - iii. Ridesharing promotional material supplied by commuter-oriented organizations;
    - iv. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    - v. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
2. Nonresidential development of fifty thousand (50,000) square feet or more shall comply with Subsection B.1 of this Section and shall provide all of the following measures to the satisfaction of the City:
  - a. Not less than ten percent (10%) of employee parking area shall be located as close as is practical to the employee entrance(s) and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the City. A statement

that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required Transportation Information Board. Spaces will be signed/stripped as demand warrants; provided, that at all times at least one (1) space for projects of fifty thousand (50,000) square feet to one hundred thousand (100,000) square feet and two (2) spaces for projects over one hundred thousand (100,000) square feet will be signed/stripped for carpool/vanpool vehicles.

- b. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet (7') two inches (2") shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
  - c. Bicycle racks or other secure bicycle parking shall be provided to accommodate four (4) bicycles per the first fifty thousand (50,000) square feet of nonresidential development and one (1) bicycle per each additional fifty thousand (50,000) square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City.
3. Nonresidential development of one hundred thousand (100,000) square feet or more shall comply with Subsections B.1 and 2 of this Section, and shall provide all of the following measures to the satisfaction of the City:
- a. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers:
  - b. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development:
  - c. If determined necessary by the City to mitigate the project impact, bus stop improvements must be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops:
  - d. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

**SR ENE-3:** At least 65 percent of non-hazardous construction and demolition debris shall be recycled or salvaged for reuse in accordance with CALGreen Section 5.408 and City of Long Beach Municipal Code Chapter 18.67, *Construction and Demolition Recycling Program*.(Municipal Code 18.67).

**SR ENE-4:** Vehicles over 10,000 pounds are prohibited from idling more than five minutes. Reductions in idling time would minimize the amount of wasteful fuel consumption (Section 2485 of Chapter 10 – Mobile Source Operational Controls, Article 1 –

Motor Vehicles, Division 3 - Air Resources Board, Title 13 of the California Code of Regulations).

## D. Impact Analysis

**Threshold 4.5a** *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

### Construction

Project operations would result in energy consumption related to transportation. Specifically, Project construction would require the use of construction equipment for excavation, building, and paving activities; all off-road construction equipment is assumed to use diesel fuel. Project construction may require the use of electricity to power lighting for security purposes or evening construction. In addition, any hand tools used during the building construction phase would be electric powered, likely through batteries. Nevertheless, electricity consumption associated with Project construction (lighting and power tools) would be nominal and temporary, ending upon completion of construction. Natural gas is not anticipated to be consumed during Project construction as there would be no need for heating or cooking activities on site. Construction also includes the vehicles of construction workers and vendors traveling to and from the Project Site. Off-road construction equipment use was calculated from the equipment data (mix, hours per day, horsepower, load factor, and days per phase) provided in the CalEEMod construction output files included in Appendix C-3. The total horsepower hours for the Project was then multiplied by fuel usage estimates per hours of construction activities included in the Off-Road Model.

Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding miles per gallon factor using CARB's Emissions FACtor (EMFAC) 2021 model. EMFAC provides the total annual VMT, and fuel consumed for each vehicle type. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks. As shown in Table 4.5-1, Energy Use During Construction, a total of 26,034 gallons of gasoline and 60,164 gallons of diesel fuel are estimated to be consumed during Project construction.

**TABLE 4.5-1  
ENERGY USE DURING CONSTRUCTION**

Source	Gasoline (gallons)	Diesel (gallons)
Off-road Construction Equipment	0	47,347
Worker commute	20,755	51
Vendors	5,266	54
On-road haul	13	12,711
<b>Totals</b>	<b>26,034</b>	<b>60,164</b>
<b>2023 Los Angeles Regional Fuel Consumption</b>	<b>3,824,838,699</b>	<b>587,320,531</b>
<b>Percentage of Project Fuel Consumption Compared to 2023 Regional Fuel Consumption</b>	<b>&lt;1%</b>	<b>&lt;1%</b>
Sources: based on data from CalEEMod, Off-Road, and EMFAC2021. Energy data can be found in Appendix F.		

At least 65 percent of non-hazardous construction and demolition debris would be recycled or salvaged for reuse in accordance with CALGreen Section 5.408 and City of Long Beach Municipal Code Chapter 18.67, *Construction and Demolition Recycling Program*.

Fuel energy consumed during construction would be temporary in nature and would not occur after completion of construction activities. It would also not represent a significant demand on energy resources. As shown in Table 4.5-1, fuel consumption during Project construction would represent less than one percent of the total regional 2023 gasoline and diesel fuel consumption for the Los Angeles area. Additionally, MM AIR-1 requires the use of Tier 4 engines; Tier 4 diesel engines use less fuel than comparable Tier 3 engines. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

### **Operation**

Project operations would result in energy consumption related to electricity, water, solid waste, and transportation. Potential energy impacts of the Project are evaluated with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The regulations, plans, and policies adopted for the purpose of maximizing energy efficiency that are directly applicable to the Project include (1) California's Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings, (2) the CALGreen Code, and (3) the City of Long Beach CAAP.

Development of the Project Site would comply with the 2022 Building Energy Efficiency Standards, the 2022 CALGreen code, and the City of Long Beach CAAP. Self-storage units would be unoccupied by people and would have energy efficient lights and lighting controls. Thus, the proposed self-storage use would be energy efficient by its nature. Operational energy use by the proposed self-storage facility and car wash are specified below in Table 4.5-2, Transportation Energy. These energy estimates are based on the 2016 California Energy Efficiency Standards; two updated versions of the California Energy Efficiency Standards have been adopted since the 2016 standards. Among other things, these more recent standards have improved upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. As such, the energy estimated utilizing the 2016 Energy Efficiency Standards would be considered conservative as standards have become more stringent. and are therefore considered conservative.

Transportation energy use would be from daily vehicle trips associated with the Project. Electricity and natural gas consumption estimates were calculated by the CalEEMod model.

Transportation-related energy consumption of gasoline and diesel fuel was calculated based on the quantity of vehicles, average travel distance, vehicle class and fuel efficiency of each vehicle class as provided by the EMFAC model. Based on data obtained from CalEEMod (refer to Appendix C-3), the Project would generate 1.32 million annual VMT. The gasoline and diesel consumption rates were calculated using estimated miles per gallon factors based on data from CARB's Emissions Factors (EMFAC 2021) model that provides average vehicle emissions rates for the SoCAB in California. It is estimated that Project-generated traffic would use 3,541 gallons of diesel fuel per year and 38,926 gallons of gasoline per year (see Table 4.5-2). Transportation fuels consumption would steadily decline with increases to the Corporate Average Fuel Efficiency Standards as well as the phase-out of older, more fuel consumptive vehicles.

**TABLE 4.5-2  
TRANSPORTATION ENERGY  
(GALLONS/YEAR)**

Source	Gasoline Fuel	Diesel Fuel
Project	38,926	3,541
Sources: CalEEMod, EMFAC 2021		

The State of California consumed 13,629,998,406 gallons of gasoline in 2022 (CDTFA 2023). Project-anticipated gasoline consumption represents 0.0003% of the consumption of the State.

The Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The current applicable standards are the 2022 Standards, effective January 1, 2023. The 2022 California Green Building Standards Code (CCR, Title 24, Part 11), also known as the CALGreen Code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for hotel, retail, office, public schools, and hospitals) throughout California (CBSC 2022a). The Project's individual development projects would be subject to the version of the applicable energy standards in effect at the time of such development but it should be noted that energy efficiency standards historically get more stringent in each successive update, with the aim of further reducing energy demand from new buildings.

The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality (CBSC 2022b). The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The City's Municipal Code adopts the mandatory provisions of the CALGreen Code by reference for all buildings and structures. The Project would promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). Development of the Project Site would include electric vehicle (EV) charging stations and EV ready parking stalls, consistent with CalGreen requirements, and 15 bike parking spaces. The Project is also required to comply with Chapter 21.64 of the City's Municipal Code which governs transportation demand and trip reduction measures. This Ordinance requires nonresidential development to implement measures that encourages and provides alternatives to single-occupancy vehicle transportation options.

As shown in Table 4.5-3, Energy from Utilities, the Project would not be supplied with natural gas lines due to the lack of heating needs for a self-storage facility and car wash. Electricity consumed is estimated to be 110,400 kilowatts per year (kWh/yr). In 2022, Los Angeles County consumed approximately 68,484,956,280 kWh of electricity; as such, the Project's electrical demand would represent less than 1% of the County's overall electrical demand (CEC 2024). The Project would follow the 2022 Title 24 standards, which would result in less electricity than presented in Table 4.5-3, Energy from Utilities.

The Project would involve development of buildings that comply with the latest energy efficiency standards adopted by the State of California over the entire development period, implement practices that result in reductions in VMT and associated fuel use, and develop pedestrian-friendly infrastructure. This quantification conservatively assumes that all EV chargers would be fully

utilized throughout the day, even though it is highly likely that they would only be utilized intermittently throughout the day as charging would halt once guests' vehicles are fully charged.

**TABLE 4.5-3  
ENERGY FROM UTILITIES**

Source	Natural Gas (kBtu/yr)	Electricity (kWh/yr)
Project	0	110,400
Sources: CalEEMod 2023, CEC 2024		

Operation of facilities proposed on the Project Site would not result in wasteful, inefficient, or unnecessary energy consumption. Project design, construction, and operation would comply with California Building Energy Efficiency Standards and CALGreen code. There are no unusual characteristics of the existing Project Site or the Project that would cause greater energy consumption than a comparable project elsewhere in the State. Impacts would thus be less than significant, and no mitigation is required.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

Impacts would be less than significant and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified less than significant impacts pursuant to this threshold.

#### **Threshold 4.5b      *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The Project would be required to comply with the State of California's Title 24 Building Standards. As discussed previously, the latest building standards incorporate the California Energy Commission's building energy efficiency standards which would reduce energy consumption compared to the existing Title 24 Building Standards. Additionally, as demonstrated in Section 4.10, Land Use, and Section 4.7, Greenhouse Gas, the Project would comply with the relevant goals within the General Plan's Land Use Element and the City's CAP, as outlined in section 4.7, Greenhouse Gas Emissions.

The Project would achieve the LB CAP goals of achieving a reduction of electricity use through compliance with the 2022 Building Energy Efficiency Standards and 2022 CALGreen during Project construction. The Building Energy Efficiency Standards and CALGreen are each updated on three-year cycles. Each triennial edition of the Building Energy Efficiency Standards improves on the energy efficiency of the previous edition. The goal of these standards is to reduce wasteful, uneconomical, or unnecessary uses of energy within the state. Project development would comply with the latest State of California energy efficiency standards related to building energy use and the provision of electric vehicle charging stations. Compliance with City and State requirements would result in consistency with State and local plans related to energy conservation and energy efficiency. Impacts would thus be less than significant. No mitigation is required.

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## **Mitigation Measures**

No mitigation measures are required.

## **Level of Significance After Mitigation**

Impacts would be less than significant and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified less than significant impacts pursuant to this threshold.

### **4.5.4 CUMULATIVE IMPACTS**

Electrical power would be provided by SCE on demand, consistent with CPUC requirements. The federal and State governments have enacted legislation to improve energy efficiency in vehicles, equipment, and appliances; to reduce vehicle miles traveled; and to develop alternative fuels or energy sources. Utility companies are also increasing their renewable energy sources to meet the RPS mandates. California's renewable energy commitments also support a recent increasing trend in the purchase of electric and hydrogen fueled vehicles.

On-site energy use would be reduced through compliance with Title 24 Building Standards (as adopted by the City in LBMC Section 18.40.010, Adoption of Building Standards Codes) and other energy conservation programs and policies. Other projects in the City would also comply with the same regulations.

Transportation energy use would decrease throughout the life of the Project. Transportation fuels are anticipated to transition from gasoline and diesel to electricity with Governor Newsom's Executive Order N-79-20 which bans the sale of new gasoline fueled vehicles by the year 2035. Zero Emission Vehicles represent 17.70 percent of light-duty automobiles registered in California in the first through third quarter of 2022 (California Energy Commission 2022). Electric vehicles (EV) are more efficient than gasoline and diesel fueled vehicles. "EVs convert over 77 percent of the electrical energy from the grid to power at the wheels. Conventional gasoline vehicles only convert about 12–30 percent of the energy stored in gasoline to power at the wheels." (USDOE 2022). Continued electrification of transportation would result in a reduction in fossil fuel use (diesel and gasoline) and an integration of electricity generation progressively fueled by carbon neutral renewable sources. As such, it is anticipated that cumulative transportation energy usage occurring in the near future and at Project buildout would continue to be progressively more efficient and less reliant on fossil fuels.

As older appliances, equipment, and vehicles are replaced with newer energy efficient ones, total energy use is expected to decrease over time. All future proposed projects would be subject to separate impact analyses and would be subject to mitigation to reduce potential impacts, as appropriate. Thus, energy use from the Project and cumulative projects would not represent a substantial demand for energy and would not contribute to a cumulative impact related to inefficient, wasteful, or unnecessary energy use. In addition, because the Project would comply with the latest State of California energy efficiency standards and would provide local employment opportunities which would decrease VMT and transportation fuel use, the Project would not conflict with or obstruct a State or the City of Long Beach plan or policy for renewable energy or energy efficiency.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

No impact would occur and therefore no mitigation is required.



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## **4.6 GEOLOGY AND SOILS**

This section discusses the existing geologic and paleontological setting of the Project Site and assesses the Project's potential impacts related to geologic and seismic conditions and paleontological resources.

### **4.6.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Geology and Soils analysis for the MND for the Prior Project, approved by the City in 2021, determined that implementation of the Prior Project would have less than significant impacts related to geologic and seismic conditions and paleontological resources after implementation of mitigation.

The MND indicated implementation of the Prior Project would expose people to seismic risks that are typical of Southern California, but determined that there are no active faults traversing the Site. It was further determined that potential impacts related to liquefaction and lateral spreading could occur. These risks and potential impacts were considered less than significant with implementation of mitigation. The MND also addressed potential impacts related to landslides, unstable geologic units or soil (other than liquefaction and lateral spreading), soil erosion and loss of topsoil, expansive soils, and use of septic tanks or alternative wastewater disposal systems and found that would be no impacts or less than significant through compliance with applicable State regulations.

The MND determined that there were no known paleontological resources within or near the Artesia parcels; however, the MND required implementation of mitigation to ensure less than significant impacts related to paleontological resources.

#### ***MND Mitigation Measures***

The MND required implementation of the following mitigation measures (MMs) regarding geology and soils and paleontological resources to reduce potential impacts associated with implementation of the Prior Project to less than significant levels:

**MM GEO-1** The owner and project proponent of development of the McDonald Trust parcels shall be solely responsible for implementing this Mitigation Measure. Before issuance of a grading permit for proposed development of the McDonald Trust parcels, the City of Long Beach or the future Project applicant shall have a geotechnical investigation report (Investigation) conducted for the McDonald Trust parcels. The Investigation shall include sampling and testing of subsurface soil samples; a determination of suitability of site soils for supporting the proposed structure and other improvements; recommendations for grading, site preparation, and foundation design based on identified properties of subsurface site soils; a fault investigation including subsurface investigation in conformance with the Alquist-Priolo Earthquake Fault Zoning Act; a liquefaction analysis conforming with the Seismic Hazards Zoning Act; and analyses addressing other geologic hazards per the standard of care for a geotechnical investigation (e.g., expansive soils). The Investigation report shall be sign-stamped by a California professional geologist or registered geotechnical engineer.

**MM GEO-2** After grading details are finalized and topographic information is available for the subject low-lying areas abutting the Artesia parcels, and before issuance of a grading permit by the City of Long Beach, the Project geotechnical engineer shall verify the magnitude of lateral displacement that could occur onsite. The geotechnical engineer shall prepare an addendum to the geotechnical investigation report for the Artesia parcels including any recommendations needed to minimize hazards from lateral displacement; and submit the addendum to City of Long Beach Development Services for review.

**MM GEO-3** Prior to the issuance of any grading permit, the Project Applicant/Developer shall provide written evidence to the City of Long Beach that a qualified Paleontologist has been retained to observe grading activities and to salvage and catalog fossils as necessary. The Paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the Project Applicant/Developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage.

Upon completion of grading and excavation activities, the paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalog and analysis of the fossils found; and the present repository of the fossils.

The Project Applicant/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Long Beach on a first refusal basis. The Project Applicant/Developer shall also be responsible for paying curatorial fees. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND. MND MM GEO-1 from the MND was applicable only to the McDonald Trust Parcels which are no longer a part of the Project; therefore, MND MM GEO-1 is not applicable to this Project and is not included as mitigation in the DEIR. The geotechnical analysis required by MND MM GEO-2 has been completed and submitted to the City, and the requisite addendum, which determined that the potential for liquefaction and lateral spreading is less than significant, is provided in Appendices G-1, G-2, G-3, and G-4 of this DEIR. Therefore, MND MM GEO-2 is not applicable to the Project and is not included as mitigation in the DEIR. MM GEO-3 would still be applicable to the Project and the analysis within this DEIR has determined that implementation of MND MM GEO-3 would still be necessary to mitigate impacts of the Project to a less than significant level. MND MM GEO-3 has been renumbered and is identified in this DEIR as MM GEO-1.

#### **4.6.2 ENVIRONMENTAL SETTING**

The following analysis is derived from the following reports:

- *Geotechnical Exploration, Proposed Self-Storage Facility, 3701 North Pacific Place, Long Beach, California* (Geotechnical Study) prepared by Carl Kim Geotechnical, Inc. (CKG), dated November 14, 2019 and revised on September 24, 2021 (CKG 2021a, included as Appendix G-1);

- *Addendum No. 2 to the Geotechnical Exploration Report, Evaluation of Lateral Spreading, Proposed Self-Storage Facility, 3701 North Pacific Place, Long Beach California 90806*, prepared by CKG, dated December 21, 2021 (CKG 2021b, included as Appendix G-3)
- *Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project, Long Beach, Los Angeles County, California* (Cultural and Paleontological Report) prepared by Psomas and dated July 23, 2020 (Psomas 2020, Appendix E-3).

## **A. Existing Conditions**

### **Geologic Setting**

The Project Site is located near the east edge of West Coast Hydrologic Basin, within the southwestern block of the Los Angeles Basin. This block is roughly rectangular in shape, approximately 28 miles long from northwest to southeast, and 5 to 12 miles wide (CKG 2021a). Most of the block is a low plain extending from Santa Monica in the northwest to Long Beach in the southeast. The southwest portion of the block is marked by the Palos Verdes Hills, which rise to an elevation of approximately 1,300 feet above mean sea level (msl). The Palos Verdes Hills are the most prominent topographic feature of this block and is separated from the nearly flat plain to the north and northeast by the northwest trending Palos Verdes fault (CKG 2021a). The West Coast Hydrologic Basin is bound on the northeast by the Newport-Inglewood Structural Zone, which is marked by series of northwest-trending faults and folds that form a chain of low eroded scarps and elongated hills and terraces that extend from Newport Bay to Beverly Hills (CKG 2021a).

Sediments at the Project Site consist of undocumented fill over varying amounts of sump materials over Holocene to Pleistocene alluvium and Pleistocene Lakewood Formation, which are each described below (CKG 2021a).

#### ***Artificial Fill (map symbol Afu)***

Approximately 3 to 20 feet of material that appeared to be uncertified cover fill was encountered over sump materials in most locations investigated as part of the subsurface exploration for the Geotechnical Exploration. Encountered materials consisted of a mixture of silt, clay, and sand. Some areas of the Site had liberal amounts of concrete rubble of various sizes. Some locations encountered concrete, brick, or refusal at varying depths indicating the possible presence of buried coarse material. Fill depths are expected to be greater along the edges of the sumps but may be variable (CKG 2021a).

#### ***Sump Material (AFs)***

Sump materials encountered were highly variable, but generally clayey, very soft in zones with varying amounts of petroleum hydrocarbon content, and moisture content. Soil consistencies encountered varied from stiff to very soft. Thicknesses of sump materials encountered during the current investigations varied from 0 feet to about 20 feet at. The average thickness of sump materials based on the current borings and CPT's is about 10 feet. According to referenced reports wastes were placed within basins with exterior earthen berms. Reportedly during the 1970's, "land farming" activities yielded some processed (dried and recompacted) soils, however zones of sludge or clayey soils near the liquid limit exist in zones (CKG 2021a).

### ***Quaternary Alluvium (Map Symbol - Qal)***

Quaternary alluvium consists generally of silt and clay with silty sand, sand, and clayey sand interbeds/ facies typical of fluvial and estuarine sequences. Thicknesses encountered varied from 0 feet to about 21 feet (CKG 2021a).

### ***Lakewood Formation (QL)***

The Lakewood Formation is locally interpreted to be comprised of Upper Pleistocene age older alluvium consisting of weakly-cemented to semi-consolidated older alluvium consisting of interbedded claystone, sandy claystone, sandstone and silty sandstone. The material is stiff and dense relative to the overlying alluvium materials (CKG 2021a).

## **Geologic Hazards**

### ***Faulting and Seismicity***

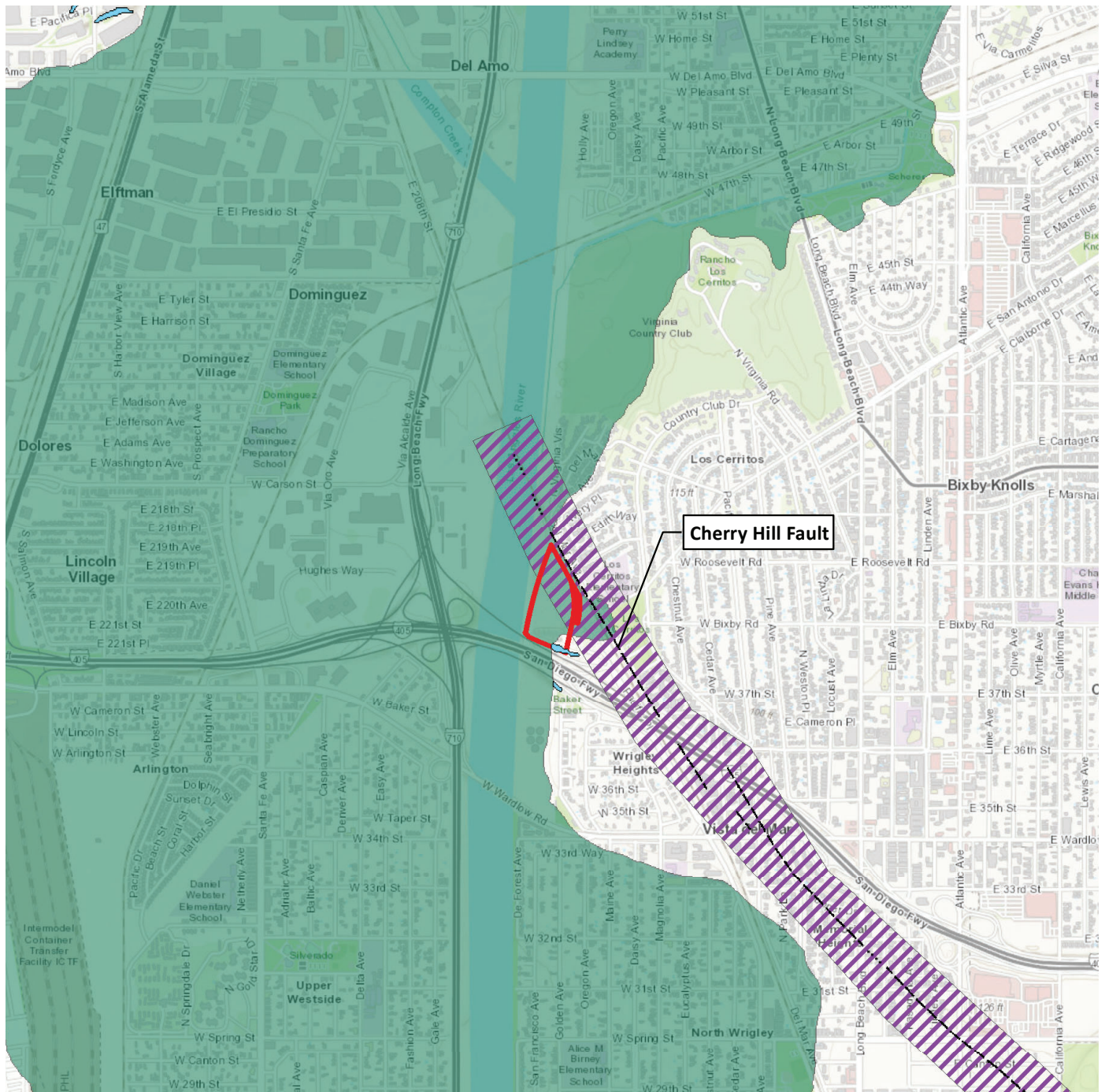
As with all of Southern California, the Project Site is located within a seismically active region. The primary seismic parameters to be considered when discussing the potential for earthquake-related hazards are (1) the distance(s) to the causative fault(s), (2) earthquake magnitudes, and (3) expected ground accelerations.

Active faults in the region include the Newport-Inglewood Fault Zone, of which the Cherry Hill Fault is a component; and the Palos Verdes Fault that passes approximately 6.5 miles southwest of the Project Site. The nearest active fault is the Cherry Hill Fault. The Cherry Hill Fault passes immediately east of the Metro A Line tracks just to the northeast of the Site and trends north-northwest. The Cherry Hill Fault is part of the larger Newport-Inglewood Fault Zone, which is considered active (CKG 2021a). Active faults generally are those showing evidence of surface displacement within the last 11,000 years. The Newport-Inglewood Fault Zone is also known to be the source of the Long Beach Earthquake of 1933. The epicenter of that earthquake was near Huntington Beach (SCEDC 2020). A portion of the Project Site is within an Alquist-Priolo Earthquake Fault Zone associated with the Cherry Hill Fault/Newport-Inglewood Fault Zone, as shown on Exhibit 4.6-1, Seismic Hazards.

### ***Secondary Seismic Hazards***

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The historic high groundwater level at the Project Site is anticipated to be about 20 feet below ground surface (bgs) near the Los Angeles River Levee. Groundwater was encountered at depths between 45 feet and 57.5 feet bgs during the geotechnical field investigation (CKG 2021a). Most of the Project Site is identified within a Zone of Required Investigation for Liquefaction, and southeastern edge of the Project Site is in a zone of required investigation for earthquake-induced landslides, each mapped by the California Geological Survey (CKG 2021a, CGS 2018).





### Legend

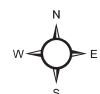
- \*\*\*\* Concealed Alquist-Priolo Fault Trace
- Inferred Alquist-Priolo Fault Trace
- Site Boundary
- Landslide Zones
- Alquist-Priolo Earthquake Fault Zone
- Liquefaction Zones

Base Map: CGS Seismic Hazards Program: Liquefaction and Landslide Zones, California Department of Conservation

Source: Carl Kim Geotechnical, Inc., 2019

## Seismic Hazards

Pacific Place Project



Map not to scale

## Exhibit 4.6-1

PSOMAS

## **B. Regulatory Framework**

### **Federal**

#### ***International Building Code***

The International Building Code (IBC) is the national model building code providing standardized requirements for construction. The IBC establishes consistent construction guidelines for the nation, and has been adopted with amendments into the California Building Code (CBC). The IBC contains codes related to geology and soils, including Chapter 16 (structural design) and Chapter 18 (soils and foundations).

### **State**

#### ***California Building Code***

The national model code standards adopted into Title 24, Part 2 of the California Code of Regulations (CCR), also referred to as the CBC, apply to all occupancies in California except for modifications adopted by State agencies and local governing bodies. The CBC establishes general standards for the design and construction of buildings, including provisions related to seismic safety. The CBC provides standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures in its jurisdiction. Chapter 18 of the CBC, Soils and Foundations, specifies the level of soil investigation required by law in California. Requirements in Chapter 18 apply to building and foundations systems and consider reduction of potential seismic hazards. The 2022 CBC would apply to the Project.

#### ***Alquist-Priolo Earthquake Fault Zoning Act of 1972***

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) was adopted by the State of California in 1972 to mitigate surface fault rupture hazards along known active faults (California Public Resources Code [PRC] Section 2621 *et. seq.*). The purpose of the Alquist-Priolo Act is to reduce the threat to life and property—specifically from surface fault rupture—by preventing the construction of buildings used for human occupancy on the surface trace of known active faults. Under the Alquist-Priolo Act, the California Geological Survey (CGS) has defined an “active” fault as one that has had surface displacement during the past 11,000 years (Holocene time). This law directs the State Geologist to establish Earthquake Fault Zones (known as “Special Studies Zones” prior to January 1, 1994) to regulate development in designated hazard areas. In accordance with the Alquist-Priolo Act, the State has delineated “Earthquake Fault Zones” along identified active faults throughout California. City and County jurisdictions must require a geologic investigation to demonstrate that a proposed development project, which includes structures for human occupancy, is adequately set back (generally at least 50 feet) from an active fault prior to permitting. Per the Geotechnical Exploration, the Project Site is not within an Earthquake Fault Zone (CKG 2021a).

#### ***Seismic Hazards Mapping Act***

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 and directs the California Geological Survey (formerly the California Division of Mines and Geology) to identify and map areas subject to earthquake hazards such as liquefaction, earthquake-induced landslides, and amplified ground shaking (PRC Sections 2690–2699.6). Passed by the State legislature after the 1989 Loma Prieta Earthquake, the SHMA is aimed at reducing the threat to public safety and



minimizing potential loss of life and property in the event of a damaging earthquake event. Seismic Hazard Zone Maps are a product of the resultant Seismic Hazards Mapping Program and are produced to identify Zones of Required Investigation; most developments designed for human occupancy in these zones must conduct site-specific geotechnical investigations to identify the hazard and to develop appropriate mitigation measures prior to permitting by local jurisdictions. The SHMA establishes a Statewide public safety standard for the mitigation of earthquake hazards, including providing guidance for the evaluation and mitigation of earthquake-related hazards for projects in designated zones of required investigations.

### ***California Public Resources Code***

California Public Resources Code Section 5097.5 provides for the protection of cultural and paleontological resources and prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of State or local authorities. The Project would comply with this regulation.

### ***California Environmental Quality Act***

The California Environmental Quality Act (CEQA) requires all projects to consider potential impacts related to unique paleontological resources or geologic features.

## **Local**

### ***Long Beach Municipal Code***

The City of Long Beach has adopted the 2022 CBC, as amended, which is codified at Title 18, Long Beach Building Standards Code, of the Long Beach Municipal Code. The City's Building and Safety Bureau of the Department of Development Services is designated to enforce all requirements of the CBC applicable to the erection or construction of buildings or structures in the City.

### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City (City of Long Beach, 2019a). The City of Long Beach General Plan contains twelve elements including Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Transportation (known as the Mobility Element), Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The City of Long Beach Public Safety Element was adopted in 1975. The Public Safety Element contains goals and policies related to fire protection, law enforcement, schools, water, sewer, and storm drain systems as well as other utilities and services, disaster operations, and risk management. This element provides guidance for provision of new and expanded public facilities to support the continued growth of the City, as well as recommendations for both immediate and advance planning actions.

The City of Long Beach Seismic Safety Element was adopted in October 1988. The Seismic Safety Element provides a comprehensive analysis of seismic factors so as to reduce loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. To achieve maximum feasible safety from seismic risk, the Element focuses upon developmental policies as well as the allocation of future land uses.

Goals and recommendations from the Public Safety and Seismic Safety Elements that are related to geology and soils and applicable to the Project are set forth in Table 4.10-1 of Section 4.10, Land Use and Planning, with a Project consistency analysis.

### 4.6.3 PROJECT IMPACT ANALYSIS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant aesthetics impact if it would:

- Threshold 4.6a:** *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- (i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.*
  - (ii) *Strong seismic ground shaking.*
  - (iii) *Seismic-related ground failure, including liquefaction.*
  - (iv) *Landslides.*
- Threshold 4.6b:** *Would the project result in substantial soil erosion or the loss of topsoil.*
- Threshold 4.6c:** *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.*
- Threshold 4.6d:** *Would the project be located on expansive soils, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial direct or indirect risks to life or property.*
- Threshold 4.6e:** *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.*
- Threshold 4.6f:** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

#### B. Methodology

##### Geotechnical Study

The Geotechnical Study, dated November 14, 2019 and revised on September 24, 2021, prepared by CKG ("Geotechnical Study") and included as Appendix G-1 (CKG 2021a), involved review of geotechnical documents and maps relevant to the Project Site, a site investigation, and subsurface exploration and laboratory testing. A total of seven soil borings and seven cone penetrometer test (CPT) soundings were advanced to depths of 50 to 75 feet bgs to obtain representative subsurface data for grading and foundation design. Additionally, because of the proximity of the Cherry Hill Fault and associated Earthquake Fault Zone, a limited fault

investigation was performed that focused on the site of proposed self-storage building. This involved a transect of eight three borings and eight CPT soundings to assess the critical portion of the building envelope and extending more than 50 feet northeast of the proposed building envelope toward the Cherry Hill Fault for the presence of active fault traces. Laboratory testing was performed on samples taken from the soil borings to assess the soil engineering characteristics of the sediments underlying the Project Site. The locations of the CPT tests and auger borings are shown on Exhibit 4.6-2, Map of Boring and Cone Penetrometer Test Sounding Locations.

### **Cultural and Paleontological Report**

The paleontological resources analysis conducted by Psomas as part of the Cultural and Paleontological Report involved a fossil locality records search conducted on March 12, 2020 and included as Appendix E-3 (Psomas 2020), by Dr. Samuel McLeod from the Natural History Museum of Los Angeles County (LACM) to determine the status and extent of previously recorded paleontological resources on the Project Site and surrounding area. Psomas conducted an archaeological and paleontological pedestrian field survey of the Project Site, which involved walking linear transects. Paleontological resources were searched for by inspecting the geologic features on the property.

### **C. Standard Requirements**

No Standard Requirements related to Geology and Soils are identified.

### **D. Impact Analysis**

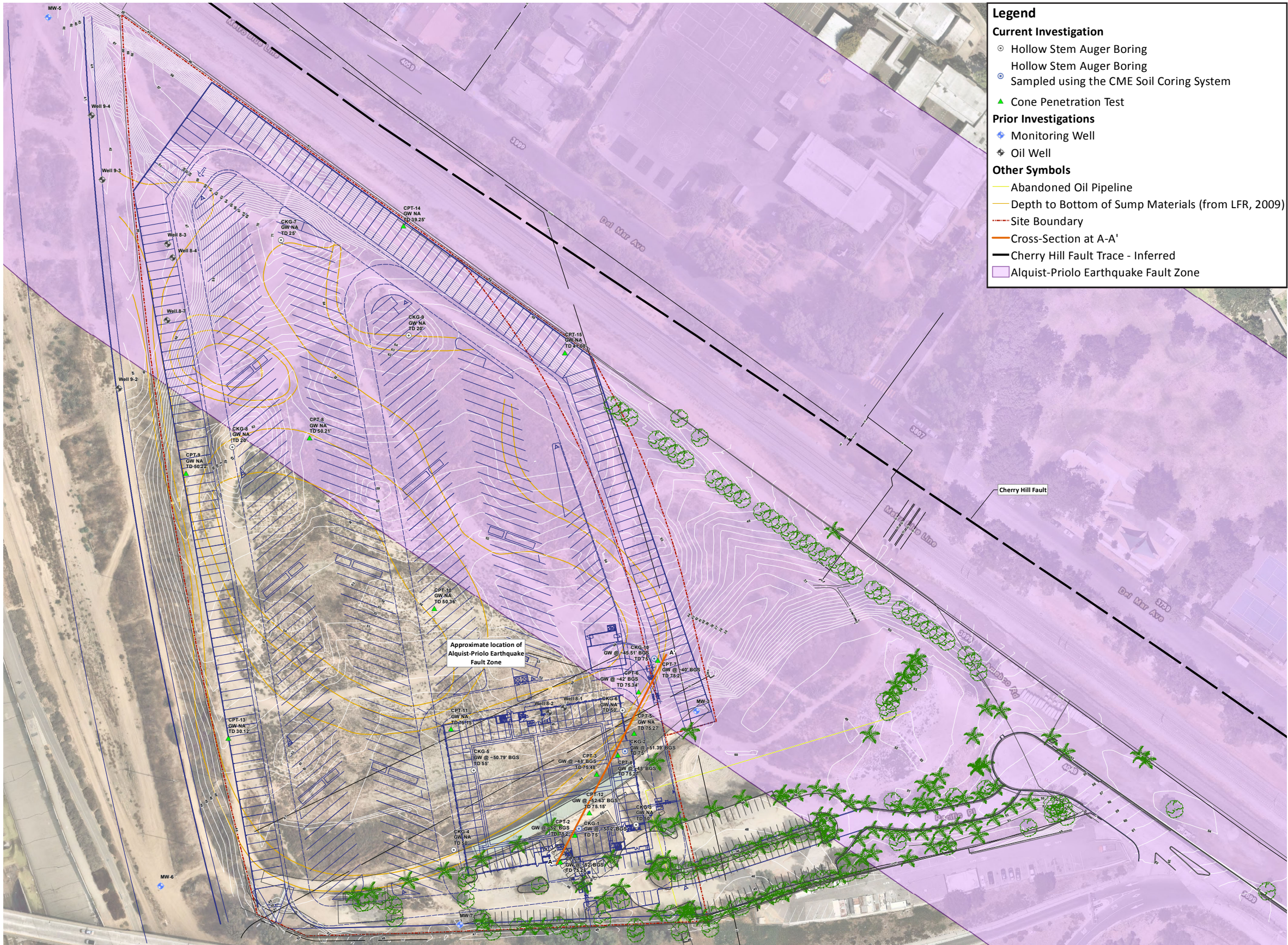
**Threshold 4.6a:** *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- (i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***
- (ii) ***Strong seismic ground shaking?***
- (iii) ***Liquefaction?***
- (iv) ***Landslides?***

### **Rupture of Earthquake Faults**

As discussed above and shown on Exhibit 4.6-1, Seismic Hazards, a portion of the Project Site is within an Alquist-Priolo Earthquake Fault Zone (EFZ) associated with the Cherry Hill Fault/Newport-Inglewood Fault Zone. Based on the results of the limited fault investigation conducted as part of the Geotechnical Study, the three-story self-storage building would be located approximately 465 feet west of the mapped trace of the Cherry Hill Fault. The proposed building appears to be a few tens of feet outside of the EFZ. The Geotechnical Study determined that there was no evidence of faulting within the proposed building footprint, and the proposed location of the four-story storage building is outside of the associated Alquist-Priolo Earthquake Fault Zone. Therefore, the Geotechnical Study concluded that surface rupture of an active fault is unlikely to affect the Project Site and no fault setback would be required to implement the

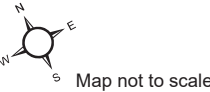




Source: Carl Kim Geotechnical, Inc., 2019

## Boring and Cone Penetrometer Test Sounding Locations

Pacific Place Project





Project as proposed. Accordingly, Project impacts related to Alquist-Priolo earthquake faults are considered less than significant.

### **Seismic Ground Shaking**

The Project Site is located in the seismically active southern California region and may be subject to strong seismic ground shaking resulting from a major earthquake on one or more faults in the area within the lifetime of the Project. The potential for strong seismic ground shaking is an existing seismic hazard that affects the Project Site, and the development of the Project would not exacerbate this condition. The Geotechnical Study calculated the peak ground acceleration on-site, with an estimated average return period of 2,475 years, at 0.63g (where g is the acceleration of gravity). Ground acceleration of 0.63g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale, a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (CKG 2021a). The effects of ground shaking on the Project can be minimized if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. Earthquake-resistant design and materials used in new construction must meet the current seismic engineering standards of the CBC Seismic Zone 4 requirements (incorporated by reference in the Long Beach Municipal Code Chapter 18.40), in effect at the time of design and construction of the Project. Compliance with these standards would reduce the risk to people and structures to the maximum extent practicable under current engineering practice. The Geotechnical Study outlines the site- and Project-specific requirements to meet CBC standards, including provision of seismic design parameters and design specifications to ensure the Project is built in compliance with the CBC. Therefore, the Project would not directly or indirectly cause substantial adverse effects from strong ground shaking. Therefore, impacts related to ground shaking would be less than significant.

### **Liquefaction**

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking, associated primarily with continuous layers of loose (low density), saturated, fine-to-medium grained, cohesionless soils. As the shaking action of an earthquake progresses, the soil grains are rearranged and the soil densifies within a short period of time. Rapid densification of the soil results in a buildup of pore-water pressure. When the pore-water pressure approaches the overburden pressure, the soil reduces greatly in strength and temporarily behaves similarly to a fluid. Effects of liquefaction can include sand boils, excessive settlement, and bearing capacity failures below structural foundations. As discussed previously, most of the Project Site is identified by the CGS as within a Zone of Required Investigation for Liquefaction. Accordingly, a site-specific liquefaction analysis was conducted as part of the Geotechnical Study and determined that liquefaction potential is generally limited to isolated, non-continuous zones. It was concluded that the overall liquefaction potential for the Project Site is deemed low (CKG 2021a). Regardless, the Project would be designed and constructed in accordance with the recommendations of the Geotechnical Study and CBC requirements to ensure that isolated areas with liquefaction potential are properly remediated. Therefore, the Project would not directly or indirectly cause substantial adverse effects from liquefaction. Therefore, impacts related to liquefaction would be less than significant.

## **Landslides**

As discussed previously, the southeastern edge of the Project Site is identified by CGS as within a Zone of Required Investigation for earthquake-induced landslides. The affected area appears to be a small area where a slope ascends southward offsite toward the 710/405 interchange. Based on the relatively gentle topography of the Site and surrounding areas, the Geotechnical Study concluded the potential for seismically-induced slope instability (i.e., landslides) is considered low provided slopes are not over-steepened (CKG 2021a). Therefore, the Project would not directly or indirectly cause substantial adverse effects from landslides, and impacts related to landslides would be less than significant.

## **Mitigation Measures**

No mitigation measures are required.

## **Level of Significance After Mitigation**

Rupture of Earthquake Faults: A less than significant impact would occur and therefore no mitigation is required.

Seismic Ground Shaking: A less than significant impact would occur and therefore no mitigation is required.

Liquefaction: A less than significant impact would occur and therefore no mitigation is required.

Landslides: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The DEIR's analysis on this issue is consistent with the impact analysis in the MND, which identified no impact related to fault rupture, strong ground shaking, liquefaction, and landslides, such that there would be a less than significant impact with no mitigation required. Impacts regarding seismically induced ground shaking, seismically induced ground failure, and landslides were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

## **Threshold 4.6b: *Would the project result in substantial soil erosion or the loss of topsoil?***

The largest source of erosion and topsoil loss is uncontrolled drainage during construction. As discussed in more detail in Section 4.9, Hydrology and Water Quality, of this Draft EIR, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into "waters of the U.S.". Construction activities shall be conducted in compliance with the statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2022-0057-DWQ, NPDES No. CAS000002), adopted by the State Water Resources Control Board (SWRCB) on September 8, 2022 (Construction General Permit). In compliance with the Construction General Permit, erosion potential during construction of the proposed Project would be managed with Best Management Practices (BMPs) implemented on the Project Site as part of a Storm Water Pollution Prevention Plan (SWPPP) during construction activities in accordance with NPDES requirements.

Before commencing the soil stockpile surcharge (Surcharge) program, as required by the Construction General Permit and the Project's SMP, the Applicant prepared and submitted to the SWRCB a Notice of Intent and SWPPP, which was approved by the SWRCB and is available online in the SWRCB's SMARTS system (Waste Discharge Identification [WDID] number 4 19C391158). The SWPPP was designed to address site-specific conditions related to Project construction. The SWPPP identified and described the sources of sediment and other pollutants that may affect the quality of storm water discharges; it also analyzes and requires implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm water discharges. In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other structural BMPs were constructed onsite prior to commencing the Surcharge program to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, stormwater collected by the sediment basins is, after settlement of particles, pumped to authorized discharge points directing the stormwater to existing storm drains offsite. The SWPPP also set forth when and where water quality sampling must occur to confirm the discharge limits set by the NPDES permit are met and that Project construction activities do not impair or contribute to impairment of the beneficial uses of surface waters. Because the Surcharge pile remains onsite, the BMPs were required to be maintained and currently remain in place, and the non-structural BMPs, water quality monitoring, and other measures required by the SWPPP have continued to be implemented.

Implementation of the BMPs in the SWPPP have and would continue to ensure that construction-related erosion impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Soil Erosion or Loss of Top Soil: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** With implementation of the Construction General Permit, the Project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant. Therefore, no mitigation measures are required. The DEIR's analysis on this issue is consistent with the impact analysis in the MND, which identified no impact related to erosion and loss of topsoil.

**Threshold 4.6c:** ***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?***

### **Landslides**

The potential for liquefaction and landslides is addressed above under Threshold 4.6a. As previously discussed for Threshold 4.6a, the Project Site is identified by the CGS as within a Zone of Required Investigation for Liquefaction, and accordingly, a site-specific liquefaction analysis was conducted as part of the Geotechnical Study. This analysis determined that liquefaction potential is generally limited to isolated, non-continuous zones, and the overall liquefaction potential for the Project Site is deemed low (CKG 2021a). Additionally, although the southeastern edge of the Project Site is identified by CGS as within a Zone of Required Investigation for

earthquake-induced landslides, the Geotechnical Study concluded the potential for seismically-induced slope instability (i.e., landslides) is considered low provided slopes are not over-steepened (CKG 2021a). Additionally, the Project would be designed and constructed in accordance with the recommendations of the Geotechnical Study and CBC requirements, and impacts related to liquefaction and landslides would be less than significant.

### **Liquefaction and Lateral Spreading**

For lateral spreading or flow failure to occur, a continuous, a laterally unconstrained liquefiable zone must be free to move along gently sloping ground toward an unconfined area. Due to the presence of low-lying areas west and east of the Project Site, the Geotechnical Study included a site-specific assessment of lateral spreading. The results indicated that the magnitude of lateral displacement is less than the threshold requiring mitigation (4 inches) (CKG 2021c). Accordingly, the Geotechnical Study concluded the potential for lateral spreading flow failure is considered less than significant.

### **Subsidence**

As stated in the Geotechnical Study, the Project Site is not within an area of known significant subsidence associated with groundwater or petroleum withdrawal, peat oxidation, or hydro-compaction. However, the sludges and wet, uncompacted sump materials at the Project Site would continue to densify over time and induce localized subsidence and settlement. Based on the proposed grading of the Project Site, which includes up to 10 feet of additional fill over some areas, over 12 inches of ground surface settlement may occur. As such, these materials are unsuitable for support of foundations and floor slab for the proposed building (CKG 2021a). The Project would be designed and constructed in accordance with the recommendations of the Geotechnical Study and CBC requirements to ensure that adverse soil engineering conditions are properly remediated. Therefore, less than significant impacts related to subsidence and settlement would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Landslides: A less than significant impact would occur and therefore no mitigation is required.

Liquefaction and Lateral Spreading: A less than significant impact would occur and therefore no mitigation is required.

Subsidence: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact related to liquefaction, landslides, and subsidence due to settlement, and lateral spreading. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified a less than significant impact with mitigation incorporated pursuant to this threshold.



**Threshold 4.6d:** *Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial direct or indirect risks to life or property?*

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper remedial measures, heaving and cracking of both building foundations and slabs- on-grade could result. Tests of expansion potential on soil samples taken from borings advanced on the Project Site yielded expansion potential results ranging from low to high, representing a potential significant impact.

The Geotechnical Study recommends that clay soils be over excavated to allow placement of at least two feet of relatively non-expansive soils beneath all concrete slabs and walks. The Project would be designed and constructed in accordance with the recommendations of the Geotechnical Study and CBC requirements to ensure that adverse soil engineering conditions are properly remediated. Therefore, impacts related to expansive soils would be less than significant.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

Expansive Soil: A less than significant impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified a less than significant impacts related to expansive soils.

**Threshold 4.6e:** *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Project would not involve the use of septic tanks or alternative wastewater disposal systems. No impacts would occur.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

Wastewater Disposal Systems: No impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in no impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified no impact related to use of septic tanks or alternative wastewater disposal systems.

**Threshold 4.6f:** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

A significant paleontological impact would occur if grading or excavation activities associated with the Project disturb paleontological resources. The paleontological records search at the LACM

revealed that the Project area is comprised of younger and older terrestrial Quaternary alluvial fan sediments the Project Site. The surficial Quaternary alluvial deposits are not likely to contain significant vertebrate fossils; however, deeper excavations within the Quaternary alluvium at the proposed Project Site may encounter significant fossils. There were no fossil localities found during the LACM records search that lie within the Project Site, although many have been recorded nearby from older Quaternary sediments. Grading or very shallow excavations in the uppermost few feet of the younger Quaternary alluvial sediments in the proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in the Quaternary alluvium at the proposed Project Site that extend down into older deposits and all excavation into the older Quaternary sediments, however, may encounter significant vertebrate fossils (Psomas 2020). Therefore, the Project has the potential to impact paleontological resources, resulting in a potentially significant effect.

### **Mitigation Measures**

**MM GEO-1** Prior to the issuance of any grading permit, the Project Applicant/Developer shall provide written evidence to the City of Long Beach that a qualified Paleontologist has been retained to observe grading activities and to salvage and catalog fossils as necessary. The Paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the Project Applicant/Developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage.

Upon completion of grading and excavation activities, the paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalog and analysis of the fossils found; and the present repository of the fossils.

The Project Applicant/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Long Beach on a first refusal basis. The Project Applicant/Developer shall also be responsible for paying curatorial fees. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.

### **Level of Significance After Mitigation**

Unique Paleontological Resource or Site or Geologic Feature: The Project would incorporate **MM GEO-1**, which requires a qualified paleontologist to be obtained to observe grading activities and salvage and catalogue fossils if encountered. Therefore, with implementation of **MM GEO-1**, impacts related to paleontological resources would be less than significant.

**Impact Comparison Summary:** The Project would result in a less than significant impact with mitigation. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified a less than significant impact with mitigation related to paleontological resources.

#### **4.6.4 CUMULATIVE IMPACTS**

Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis.

Project development would not have a substantial adverse effect involving the rupture of an earthquake fault, or seismic-related ground shaking, liquefaction, or landslides. The Project would not have a significant impact related to soil erosion or the loss of top soil. Additionally, the Project would not have a significant potential to result in on- or off-site landslides, lateral spreading, subsidence,

Geology and soils impacts are generally site-specific and there is typically little, if any, cumulative relationship between the development of a project and development within a larger cumulative area (e.g., City-wide development). For example, development at the Project Site would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or settlement) at other locations; therefore, the Project would not directly affect the level of intensity at which a seismic event or geologic hazard on an adjacent site is experienced. However, development of the Project and future development in the City may expose more persons to seismic hazards, compliance with all requirements and standards for seismic activity would reduce the potential impacts.

It is likely that most, if not all, of the cumulative projects would result in native ground disturbance that could encounter and affect paleontological resources, resulting in a potentially significant impact.

#### **Mitigation Measures**

**MM GEO-1** Prior to the issuance of any grading permit, the Project Applicant/Developer shall provide written evidence to the City of Long Beach that a qualified Paleontologist has been retained to observe grading activities and to salvage and catalog fossils as necessary. The Paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the Project Applicant/Developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage.

Upon completion of grading and excavation activities, the paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalog and analysis of the fossils found; and the present repository of the fossils.

The Project Applicant/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Long Beach on a first refusal basis. The Project Applicant/Developer shall also be responsible for paying curatorial fees. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project and any other development projects would be required to comply with the applicable State and local agency grading manuals and ordinances. As with the Project, future development would also be required to have site-specific geotechnical investigations to identify the geologic and seismic characteristics on a site and provide recommendations for engineering design and construction to ensure the structural integrity of proposed development. These recommendations would be incorporated into project design. Compliance of individual projects with the recommendations of the applicable geotechnical investigation would prevent cumulatively significant hazards associated with seismic conditions, unstable soils, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues. Therefore, the Project's contribution to cumulative geology and soils impacts would not be cumulatively considerable and the Project would not create a significant cumulative impact with implementation of **MM GEO-1** and compliance with applicable seismic design criteria in the CBC and the City's grading regulations. Therefore, with implementation of mitigation, the Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact.

#### 4.6.5 REFERENCES

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## **4.7 GREENHOUSE GAS EMISSIONS**

This section discusses the existing greenhouse gas (GHG) emissions and the Project's potential impacts related to GHG emissions.

### **4.7.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Greenhouse Gas (GHG) analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to GHG emissions.

According to the MND, estimated annual operational GHG emissions for the Prior Project, including amortized construction emissions, were 1,506 MTCO<sub>2</sub>e/yr. The Prior Project GHG emissions were determined to be less than the SCAQMD-recommended Tier 3 of 3,000 MTCO<sub>2</sub>e/yr threshold for all land use types. Thus, the direct and indirect GHG emissions of the Prior Project were determined to result in a less than significant impact.

Additionally, the MND determined that the Prior Project would not conflict with the goals established within any of the established plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As such, it was determined that the Prior Project would result in no impact related to this threshold, and no mitigation measures were required.

#### ***MND Mitigation Measures***

The MND concluded that the Prior Project would result in less than significant impacts related to GHG emissions. As such, no mitigation measures were adopted as part of the MND.

### **4.7.2 ENVIRONMENTAL SETTING**

In order to ensure that all potential impacts of the Project have been evaluated, the existing conditions and impacts discussions in this Section 4.7 include the condition of the Project Site prior to the Surcharge Activities and the grading and other work that were part of the Surcharge Activities.

#### **A. Existing Conditions**

##### **Greenhouse Gases**

Climate change is a recorded change in the average weather of the earth measured by variables such as wind patterns, storms, precipitation, and temperature. Increasing GHG emissions have led to an anthropogenic<sup>1</sup> warming trend of the Earth's average temperature, which is causing changes in the earth's climate. GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition. This increasing temperature phenomenon is known as "global warming", and the climatic effect is known as "climate change" or "global climate change".

GHGs are atmospheric gases and clouds within the atmosphere that influence the Earth's temperature by absorbing most of the infrared radiation that rises from the sun-warmed surface

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<sup>1</sup> Caused or produced by humans.

and that would otherwise escape into space. This process is commonly known as the “Greenhouse Effect”. GHGs are emitted by natural processes and human activities. The Earth’s surface temperature averages about 58 degrees Fahrenheit (°F) because of the Greenhouse Effect. Without it, the Earth’s average surface temperature would be somewhere around an uninhabitable 0°F. Anthropogenic GHG emissions enhance the Greenhouse Effect by absorbing radiation from other atmospheric GHGs that would otherwise escape into space, thereby trapping more radiation in the atmosphere and causing temperatures to increase.

GHGs, as defined under California’s Assembly Bill (AB) 32, include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>). CO<sub>2</sub> is the most important anthropogenic GHG.<sup>2</sup> The global atmospheric concentration of CO<sub>2</sub> has increased from a pre-industrial (roughly 1750) value of about 280 parts per million (ppm) primarily due to fossil fuel use. The annual growth rate in CO<sub>2</sub> concentrations continues to increase, with a larger annual CO<sub>2</sub> concentration growth.

GHGs are global pollutants and are therefore unlike air pollutants such as ozone, particulate matter, and toxic air contaminants (TACs), which are pollutants of regional and local concern. While pollutants with localized air quality effects have relatively short atmospheric lifetimes (generally on the order of a few days), GHGs have relatively long atmospheric lifetimes, ranging from one year to several thousand years. Long atmospheric lifetimes allow for GHGs to disperse around the globe.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called a global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO<sub>2</sub>. For example, since CH<sub>4</sub> and N<sub>2</sub>O are approximately 21 and 310 times more powerful than CO<sub>2</sub>, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310, respectively (CO<sub>2</sub> has a GWP of 1). Carbon dioxide equivalent (CO<sub>2</sub>e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO<sub>2</sub>e.

Climate change effects in California are anticipated to impact the following: public health, wildfires, energy, droughts, sea level and flooding, agriculture, forestry, and ecosystems.

### **Existing GHG Emissions**

Table 4.7-1, Comparison of Worldwide Greenhouse Gas Emissions, compares the magnitude of GHG emissions on the global, national, and State levels. CO<sub>2</sub>e emissions are commonly expressed as metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e); larger quantities of emissions, such as on the State or world scale, are expressed as million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e). Metric tons may also be stated as “tonnes”. The CO<sub>2</sub>e for a gas is derived by multiplying the tons of the gas by the associated GWP, such that MMTCO<sub>2</sub>e = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for CH<sub>4</sub> is 21. This means that emission of 1 million metric ton of CH<sub>4</sub> is equivalent to the emissions of 21 million metric tons of CO<sub>2</sub>.

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<sup>2</sup> General discussions on climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies (such as the California Air Resources Board [CARB]) or climate change groups (such as the California Climate Action Registry [CCAR]) as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, atmospheric ozone, or aerosols is provided in this EIR section.



**TABLE 4.7-1  
COMPARISON OF WORLDWIDE GREENHOUSE GAS EMISSIONS**

<b>Area and Data Year</b>	<b>Annual GHG Emissions (MMTCO<sub>2</sub>e)</b>
World (2020)	47,500
United States (2021)	6,340
California (2021)	381
GHG: greenhouse gas; MMTCO <sub>2</sub> e: million metric tons of carbon dioxide equivalent. <sup>1</sup> AB32 Reporting requirements for direct emissions. Source: WRI 2023; USEPA 2023; CARB 2023; AB32 Reporting	

The most common GHG is CO<sub>2</sub>, which constitutes approximately 79 percent of all GHG emissions in the United States and California (USEPA 2023). The primary contributors to California GHG emissions are (1) transportation (38 percent), (2) industrial uses (22 percent), and (3) electric power production from both in-state and out-of-state sources (11 percent).

GHG emissions are generated on an annual basis from the Project Site by area sources, energy sources, mobile sources, solid waste disposal, and water and wastewater transportation and treatment. Area source emissions are generated by the operation of landscape maintenance equipment and the use of consumer products. Energy sources are generated by the consumption of natural gas for heating, hot water, and cooking, and the generation of electricity. Mobile source emissions are generated by the vehicles traveling to and from the Project Site. Solid waste disposal generates GHG emissions through transportation and processing of solid waste and release of CH<sub>4</sub> at landfills. GHGs for water supply, distribution, and treatment and wastewater treatment result from the electricity required for those processes.

## **B. Regulatory Framework**

### **Federal**

#### ***U.S. Environmental Protection Agency Findings***

On December 7, 2009, the U.S. Environmental Protection Agency (USEPA) Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act.

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases in the atmosphere —CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub> threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

The findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emissions standards for vehicles (USEPA 2009). A light-duty vehicle is defined as any motor vehicle with a gross vehicle weight of 6,000 pounds or less (CARB 2021a).

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## ***Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards***

The USEPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) have been working together on developing a National Program of regulations to reduce GHG emissions and to improve the fuel economy of light-duty vehicles. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking establishing standards for 2012 through 2016 model year vehicles. On October 15, 2012, the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The rules require these vehicles to meet an estimated combined average emissions level of 295 grams of CO<sub>2</sub> per mile by 2012, decreasing to 250 grams per mile by 2016, and finally to an average industry fleet-wide level of 163 grams per mile in model year 2025. The 2016 standard is equivalent to 35.5 miles per gallon (mpg) and the 2025 standard is equivalent to 54.5 mpg if the levels were achieved solely through improvements in fuel efficiency. The agencies expect, however, that a portion of these improvements will occur due to air conditioning technology improvements (i.e., they will leak less) and due to the use of alternative refrigerants, which would not contribute to fuel economy. These standards would cut GHG emissions by an estimated 2 billion metric tons and 4 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2017–2025). The combined USEPA GHG standards and NHTSA Corporate Average Fuel Economy (CAFE) standards resolve previously conflicting requirements under both federal programs and the standards of the State of California and other States that have adopted the California standards (USEPA and NHTSA 2012).

On September 19, 2019, NHTSA and the USEPA issued a final action entitled the “One National Program Rule” (SAFE-1) to enable the federal government to provide nationwide uniform fuel economy and GHG emission standards for automobile and light duty trucks. This action finalized critical parts of the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule that was first proposed in August 2018. In this proposal, the agencies proposed new and amended GHG and CAFE standards for model year 2021 to 2026 light duty vehicles (USEPA and NHTSA 2019).

In this action, USEPA withdrew the Clean Air Act waiver that had been granted to the State of California in January 2013 for the State's Advanced Clean Car program with respect to GHG and Zero Emission Vehicle (ZEV) elements. In November 2019, California, 21 other states, the District of Columbia, and four California cities filed a petition for the USEPA to reconsider SAFE-1. A petition for reconsideration was also filed by several environmental groups.

On April 28, 2021, USEPA published a Notice of Reconsideration: California State Motor Vehicle Pollution Control Standards; Advanced Clean Car Program; Reconsideration of a Previous Withdrawal of a Waiver of Preemption; Opportunity for Public Hearing and Public Comment. The public comment period closed July 6, 2021 (USEPA 2021).

On March 14, 2022, the USEPA determined that the actions taken as a part of SAFE-1 were decided in error and are now entirely rescinded. With this action California's authority under the Clean Air Act (CAA) to implement its own greenhouse gas emission (GHG) emission standards and zero emission vehicle (ZEV) sales mandate is restored (USEPA 2022a).

### **State**

#### ***Assembly Bill 1493 (Mobile Source Reductions)***

AB 1493, adopted September 2002, also known as Pavley I, requires the development and adoption of regulations to achieve the maximum feasible reduction of GHGs emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for

personal transportation in the State. The emission standards have become increasingly more stringent through the 2016 model year. California committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from 2020 model year vehicles (CARB 2021b). Regulations to make California emissions standards for model year 2017 and beyond consistent with federal standards were adopted in 2012 and are discussed further below.

### ***California Air Resources Board's Advanced Clean Cars Program***

In January 2012, California Air Resources Board (CARB) approved the Advanced Clean Cars Program, an emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. The program also requires car manufacturers to offer for sale an increasing number of ZEVs each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles. In March 2017, CARB adopted GHG standards for 2022 through 2025 model years and directed staff to begin rule development for 2026 and subsequent model years (CARB 2021c).

### ***Executive Order S-3-05 (Statewide GHG Targets)***

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order (EO) S-3-05, which proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce snowpack in the Sierra Nevada Mountains; could further exacerbate California's air quality problems; and could potentially cause a rise in sea levels. In an effort to avoid or reduce the impacts of climate change, Executive Order S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

However, executive orders do not have the same status as a law because under California's constitution, it is the Legislature, not the Governor, who is entrusted with the role of making statewide laws. The Legislature declined to include the EO's 2050 goal in AB 32 (discussed below), and again declined to use the EO's 2050 goal in adopting Senate Bill (SB) 375 (discussed below), nor has it incorporated it in any implementing legislation or applicable plans. Additionally, although CARB has the requisite authority to adopt whatever regulations are necessary beyond the AB 32 horizon year 2020 to meet the target set forth in S-3-05, the agency has not done so. Since the Legislature has never enacted EO S-3-05's 2050 target, and no expert agency has interpreted the California Environmental Quality Act (CEQA) to require it, the 2050 target has only the force and effect of an executive order issued by a former Governor. If the Legislature has delegated any of its authority to define CEQA's requirements, it delegated that authority to the Governor's Office of Planning and Research (OPR).

### ***Senate Bill 97 and the CEQA Guidelines***

Pursuant to SB 97, OPR developed and California Natural Resources Agency (CNRA) adopted proposed amendments to the CEQA Guidelines (CEQA Amendments) for the feasible mitigation of GHG emissions and their effects. The CEQA Amendments became effective on March 18, 2010.

Among other things, the CNRA noted in its Public Notice for these changes that impacts of GHG emissions should focus on the cumulative impact on climate change. The Public Notice states (CNRA 2009a):

While the Proposed Amendments do not foreclose the possibility that a single project may result in greenhouse gas emissions with a direct impact on the environment, the evidence before [CNRA] indicates that in most cases, the impact will be cumulative. Therefore, the Proposed Amendments emphasize that the analysis of greenhouse gas emissions should center on whether a project's incremental contribution of greenhouse gas emissions is cumulatively considerable.

Thus, the CEQA Amendments continue to make clear that the significance of greenhouse gas emissions is most appropriately considered on a cumulative level.

### ***Assembly Bill 32 (Statewide GHG Reductions)***

In furtherance of the goals established in EO S-3-05, the California Legislature adopted the public policy position that global warming is “a serious threat to the economic well-being, public health, natural resources, and the environment of California” (California Health and Safety Code, Section 38501). The public policy statements became law with the enactment of the California Global Warming Solutions Act of 2006 (AB 32) in September 2006, after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The scoping plan is described further below. (State of California 2006)

### ***Executive Order B-30-15 (Statewide Interim GHG Targets)***

California EO B-30-15 (2015) set an “interim” statewide emission target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and directed State agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the Executive Order directed CARB to update the Scoping Plan to express this 2030 target in metric tons. (State of California 2015)

### ***Senate Bill 32/Assembly Bill 197***

SB 32, signed September 8, 2016, implements a goal of EO B-30-15. Under SB 32, in “adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions,” CARB must ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. SB 32's findings state that CARB will “achieve the state's more stringent greenhouse gas emission reductions in a manner that benefits the state's most disadvantaged communities and is transparent and accountable to the public and the Legislature.” AB 197, a companion to SB 32, adds two members to the CARB and requires measures to increase transparency about GHG emissions, climate policies, and GHG reduction actions. (State of California 2016a, 2016b)

### ***California Air Resources Board Scoping Plan***

On December 11, 2008, CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emission level would

require a reduction of GHG emissions of approximately 28.5 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as “business as usual”). The Scoping Plan evaluates opportunities for sector-specific reductions; integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities; identifies additional measures to be pursued as regulations; and outlines the role of a cap-and-trade program. (CARB 2008)

#### First Update to the Climate Change Scoping Plan

CARB approved the final “First Update to the Climate Change Scoping Plan” on May 22, 2014. The first update describes California’s progress towards AB 32 goals, stating that “California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32”. Specifically, “if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts [MW] of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80 percent below 1990 levels by 2050” (CARB 2014). Reducing the “business as usual” condition of 509 metric tons carbon dioxide equivalent (MMTCO<sub>2</sub>e) to the 1990 emissions level of 431 MMTCO<sub>2</sub>e will require a reduction of 78 MMTCO<sub>2</sub>e, or approximately a 15.3 percent reduction (compared to a 28.5 percent reduction as set forth in the original Scoping Plan but not directly comparable because of the change in methodology). (CARB 2014)

#### Second Update to the Climate Change Scoping Plan

CARB prepared a second update to the Scoping Plan to reflect the 2030 target established in Executive Order B-30-15 and in Senate Bill 32 (discussed above). The Final Proposed 2017 Scoping Plan was published in November 2017, and the third public Board Meeting for the Proposed Scoping Plan was held on December 14, 2017, where the Final Proposed 2017 Climate Change Scoping Plan (Second Update to the Climate Change Scoping Plan, or 2017 Scoping Plan Update) was adopted.

The 2017 Scoping Plan Update includes new statutory GHG reduction requirements that were not included in the current Scoping Plan, including Senate Bill 32 (discussed below) which sets a 40 percent GHG reduction target below 1990 GHG levels to be achieved by 2030, SB 350 (which sets a 50 percent reduction in GHG emissions from electricity generation and other energy uses in existing structures, and a 50 percent renewable energy portfolio requirement), and SB 650 (which establishes priority GHG reduction targets for designated types of greenhouse gases such as methane). The key elements of the 2017 Scoping Plan Update proposal call for further GHG reductions from the refinery sector specifically, further reductions from other stationary sources through either a renewed and expanded cap and trade or carbon tax program, further reductions from other sectors such as transportation technologies and services, water and solid waste conservation and management, and land uses in both open space and urban areas. (CARB 2017)

#### 2022 Scoping Plan Update

The 2022 Scoping Plan assesses progress towards achieving carbon neutrality by 2045 or earlier through the reduction of emissions by 85 percent below 1990 levels. The Scoping Plan takes an aggressive approach to decreasing fossil fuel use and decarbonization of every sector of emissions. Measures include moving to zero-emission transportation, phasing out the use of fossil fuel gas used for heating, reduction in the use of chemicals and refrigerants with high global warming potential, development of sustainable infrastructure that provides opportunities for

walking, biking and public transit to reduce reliance on automobiles, and development of renewable energy. (CARB 2022)

### ***Senate Bill 375 (Land Use Planning)***

Signed September 30, 2008, SB 375 provides for a new planning process to coordinate land use planning and regional transportation plans (RTPs) and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires Metropolitan Planning Organizations, including the Southern California Association of Governments (SCAG), to incorporate a Sustainable Communities Strategy (SCS) in their regional transportation plans that will achieve GHG emission reduction targets set by CARB. There are two mutually important facets to SB 375: reducing vehicle miles traveled and encouraging more compact, complete, and efficient communities for the future. SB 375 also includes provisions for exemptions from or streamlined CEQA review for projects classified as transit priority projects (SCAG 2020). See additional discussion of the SCAG plan under “Regional” regulations below.

### ***Senate Bills 1078, 107, and SBX1-2 (Renewable Portfolio Standards)***

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and again in 2011 under SBX1-2, California’s Renewable Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. Initially, the Renewable Portfolio Standard provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to RPS. (State of California 2002, 2006, 2011).

### ***Senate Bill 350***

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of EO B-30-15. The objectives of SB 350 are as follows:

- (1) To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources; and
- (2) To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation (CEC 2021a).

### ***Senate Bill 100***

On September 10, 2018, Governor Brown signed SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 requires renewable energy and zero-carbon resources to supply 100 percent of electric retail sales to end-use customers and 100 percent of electricity procured to serve state agencies by December 31, 2045. This policy requires the transition to zero-carbon electric systems that do not cause contributions GHG emissions elsewhere in the western electricity grid (CEC 2021b). SB 100 also creates new standards for the RPS goals established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned utilities and publicly owned utilities from 50 percent to 60 percent by 2030.

### ***Executive Order B-55-18***

On September 10, 2018, Governor Brown also signed California EO B-55-18, which sets a new statewide goal of carbon neutrality as soon as possible, and no later than 2045, and achieve net negative emissions thereafter. EO B-55-18 was added to the existing Statewide targets of

reducing GHG emissions, including the targets previously established by Governor Brown of reducing emissions to 40 percent below 1990 levels by 2030 (EO B-30-15 and SB 32), and by Governor Schwarzenegger of reducing emissions to 80 percent below 1990 levels by 2040 (EO S-3-05). (State of California 2018).

### ***Executive Order N-79-20***

On September 23, 2021, Governor Newsom announced that California will phase out the sale of new gasoline and diesel-powered cars to reduce GHG emissions. The Executive Order directs the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. This would aid in reducing CO<sub>2</sub> emissions, half of which are from the transportation sector. (State of California 2021).

### ***Title 24 Energy Efficiency Standards***

The Energy Efficiency Standards for Residential and Non-residential Buildings (24 CCR, Part 11) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The currently applicable standards are the 2022 Standards, effective January 1, 2023 (CBSC 2022). The 2022 standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements. The ventilation measures improve indoor air quality, protecting homeowners from air pollution originating from outdoor and indoor sources (CEC 2022). The requirements of the energy efficiency standards result in the reduction of natural gas and electricity consumption. Both natural gas and electricity use produce GHG emissions. The goal of the standards is to reduce energy use in new homes by more than 50 percent.

The California Energy Commission (CEC) adopted the 2008 changes to the Building Energy Efficiency Standards in order to (1) "Provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy" and (2) "Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020". Additionally, it has been California policy that all new residential buildings will be zero net energy (ZNE) by 2020 and new commercial buildings will be ZNE by 2030, as described in the 2008 California Public Utilities Commission (CPUC) long-term energy efficiency strategic plan. The 2022 Title 24 Energy Efficiency Standards establish building design and construction requirements that move closer to achieving California's ZNE goals through encouragement of energy efficient heat pumps, electric-ready alternatives to use of natural gas, electric vehicle charging options, renewable energy generation and electricity storage, as well improving indoor air quality through ventilation standards. The requirements of the energy efficiency standards result in the reduction of natural gas and electricity consumption. Both natural gas use and electricity generation result in GHG emissions (CBSC 2022).

### ***California Green Building Standards Code***

The 2022 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for retail, office, public schools and hospitals) throughout California) (CBSC 2022). The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality. In short, the code is established to reduce construction

waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. (CBSC 2022)

### **California Air Pollution Control Officers Association**

The California Air Pollution Control Officers Association (CAPCOA) is the association of Air Pollution Control Officers representing all 35 local air quality agencies throughout California. CAPCOA is not a regulatory body but has been an active organization in providing guidance in addressing the CEQA significance of GHG emissions and climate change as well as other air quality issues. The December 2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (“Handbook”) provides tools for evaluating greenhouse gas reduction measures, climate vulnerabilities and promoting equity to support sustainable, resilient, and equitable land use planning and project design. The Handbook provides methods to quantify GHG emission reductions from a specified list of measures, primarily focused on project-level actions. The Handbook also includes a method to assess potential benefits of different climate vulnerability reduction measures, as well as measures that can be implemented to improve health and equity, again at the project level. The Handbook builds on CAPCOA’s previous efforts to provide accurate and reliable quantification measures. In August of 2010, CAPCOA published the first iteration entitled Quantifying Greenhouse Gas Mitigation Measures, A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures (“2010 Handbook”). Since that time, climate science has evolved and GHG reduction practices have advanced in sophistication. New priorities have also arisen, such as strengthening climate resilience and infusing health and equity into integrated planning efforts. The Handbook development process involved five key tasks: (1) measures from the 2010 Handbook; (2) evaluating and selecting climate risk reduction and health and equity measures; (3) developing methods to quantify GHG emissions reduction measures and identify associated co-benefits; (4) developing methods to assess climate change vulnerability and a framework to quantify reductions in climate vulnerabilities; and (5) developing health and equity measures. (CAPCOA 2021)

This publication’s methods are used in the California Emission Estimator Model (CalEEMod) computer model that is used to calculate GHG emissions.

## **Regional**

### **Southern California Association of Governments**

As previously discussed, SB 375 specifically required Metropolitan Planning Organizations (MPOs), including SCAG, to incorporate an SCS in their RTPs that will achieve GHG emission reduction targets set by CARB. SCAG’s current SCS is included in its 2024–2050 RTP/SCS Connect SoCal (SCAG 2024) for counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.<sup>3</sup> Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The document was adopted by SCAG on April 4, 2024.

### **South Coast Air Quality Management District**

As previously discussed in Section 4.2, Air Quality, of this Draft EIR, air quality in Los Angeles is regulated by the SCAQMD, the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SoCAB), which includes Los Angeles. To that end, the

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<sup>3</sup> The 2020-2045 RTP/SCS succeeds the 2016-2040 RTP/SCS.



SCAQMD, a regional agency, works directly with SCAG, County transportation commissions, and local governments and cooperates actively with all federal and State government agencies. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

### **City of Long Beach**

#### ***City of Long Beach Climate Action and Adaptation Plan***

The Long Beach Climate Action Plan (LB CAP), also known as the Climate Action and Adaptation Plan, was approved by the City Council on August 16, 2022. The LB CAP is intended to be used for CEQA streamlining for project-level GHG analysis on a project-by-project basis pursuant to Section 15183.5 of the State CEQA Guidelines. The LB CAP is a comprehensive planning document outlining goals and policies to create a more sustainable, resilient and equitable city by addressing climate change in a way that remedies existing environmental health disparities while also improving health and quality of life and enhancing economic vitality throughout the City. The LB CAP provides a framework for reducing GHG emissions, tracking the City's progress, and preparing for the impacts of climate change. Additionally, the LB CAP contains a consistency review checklist that is used to determine a project's consistency with the LB CAP. (City of Long Beach 2022).

#### ***Cooling Long Beach: Urban Heat Island Reductions Strategies***

Cooling Long Beach: Urban Heat Island Reductions Strategies identifies a wide range of methods and strategies to address extreme heat and cool the City's public streets, sidewalks, and alleyways. This document identifies a wide range of methods and strategies to address extreme heat and to cool the City's public streets, sidewalks, and alleyways. This toolkit is a resource for community members, as well as City staff, consultants, and developers in the planning, design, and implementation of streetscape projects. The Cooling Long Beach project identified sustainable design strategies to cool temperatures; improve walking, biking, connections to transit, and key community destinations; and increase the climate resiliency and well-being of the Washington Neighborhood. While the focus of the Cooling Long Beach project is on one specific area of the City, the tools and strategies found in the document can be applied broadly throughout the City and elsewhere in California and the southwest. (City of Long Beach 2020)

#### ***City of Long Beach Sustainable City Action Plan***

The City of Long Beach's Sustainable City Action Plan (SCAP) was adopted in February 2010. The SCAP was intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach by 2020. Goals, initiatives, and actions within the SCAP specify deadlines between 2010 and 2020. In December 2021, the City prepared a 10 year review of the SCAP, titled 2010-2020 Sustainable City Action Plan 10 Year Review: An Overview of Accomplishments (City of Long Beach 2021). As the goals within the SCAP are no longer applicable, and the more recent Review does not identify new goals, policies, or strategies, these documents are not applicable to the Project.

### 4.7.3 PROJECT IMPACTS

#### A. Thresholds of Significance

**Threshold 4.7a**      *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Threshold 4.7b**      *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions?*

#### B. Methodology

The CEQA Amendments for Greenhouse Gas Emissions state in Section 15064.4(a) that lead agencies should “make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions. The CEQA Amendments note that an agency may identify emissions by either selecting a “model or methodology” to quantify the emissions or by relying on “qualitative analysis or other performance based standards” (CNRA 2009b). Section 15064.4(b) of the CEQA Guidelines provides that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment (CNRA 2009b):

- The extent a project may increase or reduce GHG emissions as compared to the environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

All of these are considered in the impact analysis presented in this section. The revisions to Appendix G, Environmental Checklist Form, of the CEQA Guidelines, which is often used as a basis for lead agencies’ selection of significance thresholds, do not prescribe specific thresholds. Rather, Appendix G of the CEQA Guidelines asks whether the project would conflict with a plan, policy, or regulation adopted to reduce GHG emissions or would generate GHG emissions that would significantly affect the environment, indicating that the determination of what is a significant effect on the environment should be left to the lead agency. Accordingly, the CEQA Amendments do not prescribe specific methodologies for performing an assessment; they do not establish specific thresholds of significance; and they do not mandate specific mitigation measures. Rather, the CEQA Amendments emphasize the lead agency’s discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009b).

The CEQA Amendments indicate that lead agencies should consider all feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of GHG emissions. As pertinent to the Project, these potential mitigation measures, set forth in Section 15126.4(c) of the CEQA Guidelines, may include (1) measures in an existing plan or mitigation program for the reduction of GHG emissions that are required as part of the lead agency’s decision; (2) reductions in GHG emissions resulting from a project through implementation of project design features; (3) off-site measures, including offsets, to mitigate a project’s emissions; and (4) carbon sequestration measures (CNRA 2009b).

According to Appendix G of the State CEQA Guidelines, a proposed project will normally have a significant adverse environmental impact related to GHG emissions if it will:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CEQA Section 21068 defines a “significant effect on the environment” as a substantial, or potentially substantial, adverse change in the environment. With respect to global climate change, no one project can individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet).

However, the emissions generated by a project may be “cumulatively considerable”, meaning “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (State CEQA Guidelines, Section 15065[a][3]). Section 15064(h)(3) of the State CEQA Guidelines adds that a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the Project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the Project is located.

Generally, the evaluation of an impact under CEQA requires measuring data from a proposed project against a “threshold of significance” (State CEQA Guidelines, Section 15064.7). Furthermore, “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence” (State CEQA Guidelines, Section 15064.7[c]). For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon threshold of significance by which to measure an impact, and the City has not adopted a local threshold of significance for GHG emissions. In considering GHG emission reductions, the goal is not to reduce emissions to less than a specific threshold on a project-by-project basis. This policy would be a disincentive to the creation of large projects that can achieve emissions reductions in greater quantities and more efficiently than small projects. Rather, the goal for GHG emission reductions on the plan and project level is to make a substantial contribution to the larger statewide and regional emissions reductions goals that have been and are being developed. As such, the project was analyzed to determine if it would substantially contribute to the larger Statewide and regional GHG reductions goals that have been established.

For the Project, for Threshold 4.7(a), existing and proposed GHG emissions were calculated by using CalEEMod version 2022.1.1.0 (CAPCOA 2022). CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate criteria pollutant and GHG emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts. The Los Angeles County database was used for the Project. The model calculates emissions of carbon monoxide (CO); sulfur dioxide (SO<sub>2</sub>); respirable particulate matter less than 10 micrometers in diameter (PM<sub>10</sub>); fine particulate matter less than 2.5 micrometers in diameter (PM<sub>2.5</sub>); the O<sub>3</sub> precursors volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>); and the GHG emissions of Bio-CO<sub>2</sub>, NBio-CO<sub>2</sub>, Total CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O,

and CO<sub>2</sub>e. For this analysis, the results are expressed in MTCO<sub>2</sub>e/yr. See Section 4.3, Air Quality, of this Draft EIR, for discussion of the CalEEMod inputs, adjustments, outputs, and other characteristics for construction-related and operational emissions. The CalEEMod results were then compared to the Tier 3 GHG thresholds developed and used by SCAQMD, which the City had determined are appropriate based on substantial evidence to use for purposes of determining the significance of the Project's GHG impacts.

Beginning in April 2008, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. The Working Group was scheduled to meet once per month. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 MTCO<sub>2</sub>e per year (MTCO<sub>2</sub>e/yr)<sup>4</sup> for industrial projects where the SCAQMD is the lead agency. In September 2010, the Working Group presented a revised tiered approach to determining GHG significance for residential and commercial projects (SCAQMD 2010). These proposals have not yet been considered by the SCAQMD Board.

At Tier 1, GHG emissions impacts would be less than significant if the proposed Project qualifies under a categorical or statutory CEQA exemption. At Tier 2, for projects that do not meet the Tier 1 criteria, the GHG emissions impact would be less than significant if the proposed Project is consistent with a previously adopted GHG reduction plan that meets specific requirements.<sup>5</sup> At Tier 3, the Working Group proposes extending the 10,000 MTCO<sub>2</sub>e/yr screening threshold currently applicable to industrial projects where the SCAQMD is the lead agency, described above, to other lead agency industrial projects. For residential and commercial projects (that is, non-industrial projects), the Working Group proposes the following Tier 3 screening values: either (1) a single 3,000 MTCO<sub>2</sub>e/yr threshold for all land use types or (2) separate thresholds of 3,500 MTCO<sub>2</sub>e/yr for residential projects, 1,400 MTCO<sub>2</sub>e/yr for commercial projects, and 3,000 MTCO<sub>2</sub>e/yr for mixed-use projects. These screening values were developed from a survey of CEQA projects. It is estimated that projects with emissions above these values would produce 90 percent of the anticipated GHG emissions from residential/commercial projects and projects below the screening level would contribute 10 percent or less of the regional GHG emissions from land development. Therefore, a project with emissions less than the applicable screening value would be considered to have less than significant GHG emissions. Projects with emissions greater than the Tier 3 screening values would be analyzed at Tier 4 by one of three methods:

1. **A Percent Emission Reduction Target.** This method is used by the Sacramento Metropolitan and San Joaquin Valley Air Districts and the City of San Diego. The SCAQMD Working Group made no recommendation relative to this method.
2. **Early Implementation of Applicable AB 32 Scoping Plan Measures.** The Working Group assumes implementation of AB 32 measures would be incorporated in method 3 below.
3. **Efficiency Targets.** On the project level, 2020 GHG emissions should not exceed 4.8 MTCO<sub>2</sub>e/year per service population (SP) where SP is project residents plus employees.

<sup>4</sup> GHG emissions are commonly expressed as MTCO<sub>2</sub>e. Larger quantities of emissions, such as on the world or State scale, are expressed in MMTCO<sub>2</sub>e.

<sup>5</sup> The plan must (a) quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area; (b) establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; (c) identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; (d) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level; (e) establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and (f) be adopted in a public process following environmental review (State CEQA Guidelines, Section 15183.5).

Further, 2035 GHG emissions should not exceed 3.0 MTCO<sub>2</sub>e/year per SP (SCAQMD 2010).

Projects with GHG emissions not meeting the Tier 4 targets would be required to provide mitigation in the form of real, quantifiable, and verifiable offsets to achieve the target thresholds. The offsets may be achieved through project design features, other on-site methods, or by off-site actions, such as energy efficiency upgrade of existing buildings.

In summary, to date, the SCAQMD Board has adopted an interim CEQA significance threshold for GHGs for industrial projects where the SCAQMD is the lead agency and continues to consider screening levels under CEQA for residential, commercial, and mixed-use projects. This proposed screening and mitigation proposal from SCAQMD remains a work in progress; the Working Group has not convened since the fall of 2010. The proposal has not been considered or approved for use by the SCAQMD Board. However, the SCAQMD Tier 3 thresholds are widely used throughout the SoCAB, and because they are designed to capture 90 percent of the anticipated GHG emissions from residential/commercial projects and projects, the City has determined to apply this threshold to the Project for determining the significance of its GHG impacts.

For Threshold 4.7(b), to assess whether the Project would conflict with a plan or policy adopted for the purpose of reducing GHGs, this analysis examines whether the Project would conflict with CARB's 2022 Scoping Plan, SCAG's Connect SoCal 2024-2050, and the LB CAP.

### C. Standard Requirements

D. No standard requirements would apply to this Project related to greenhouse gas emissions.

### E. Impact Analysis

#### **Threshold 4.7a**      ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

The City has a certified Climate Action Plan (CAP), formerly called the Climate Action and Adaptation Plan, which provides the framework to achieve the City's GHG emissions reduction targets. The CAP is accompanied by a CAP Consistency Review Checklist (CAP Checklist) that, pursuant to Section 15183.5 of the State CEQA Guidelines, can be used as the basis for future assessments of consistency with this plan in lieu of a project-specific GHG CEQA analysis for discretionary projects subject to CEQA. Projects that are consistent with the demographic forecasts and land use assumptions used in the CAP (i.e., consistent with the City's General Plan Land Use Element (LUE) can utilize the CAP Checklist to demonstrate consistency with the CAP, and if consistent, can tier from the existing programmatic environmental review contained in the adopted Environmental Impact Report (EIR) for the CAP. If a project is not consistent with the land use designations of the adopted General Plan LUE, it is not eligible for streamlining of a project-level GHG analysis through the CAP Checklist unless it can be demonstrated that the requested change in land use designation would support the CAP's strategies and emissions reduction targets by changing the existing land use to a land use designation anticipated to result in fewer per-service population emissions, such as to a higher density residential or mixed-use designation near transit, which is consistent with the CAP goals and policies. Projects that are inconsistent with existing General Plan land use designations and that cannot demonstrate the General Plan Amendment (GPA) would reduce per-service population emissions compared to existing land use designations at the project site must prepare a comprehensive project-specific analysis of GHG emissions. Because the Project proposes a GPA, the Project is inconsistent with the existing General Plan land use designation and there is not enough information to reasonably conclude that the Project's GPA would reduce per-service population emissions

compared to existing land use designations at the Project Site. As such, as prescribed by the City's CAP, a Project-specific analysis of GHG emissions has been prepared pursuant to CEQA.

For this analysis, the City has opted to use a non-zero threshold approach based on Approach 2 of the CAPCOA CEQA and Climate Change handbook, which is the Tier 3 screening value of 3,000 MTCO<sub>2</sub>e per year that is recommended by SCAQMD staff for residential and commercial projects. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) of the CAPCOA CEQA and Climate Change handbook establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is the 3,000 MTCO<sub>2</sub>e/yr screening threshold.

In setting the threshold at 3,000 MTCO<sub>2</sub>e per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO<sub>2</sub>e per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO<sub>2</sub>e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO<sub>2</sub>e per year threshold for residential/commercial uses was proposed by SCAQMD over a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO<sub>2</sub>e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2024 (SCAQMD, 2008, pp. 3-4). Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction. Thus, if Project-related GHG emissions do not exceed the 3,000 MTCO<sub>2</sub>e per year threshold, then Project-related GHG emissions would have a less-than-significant impact.

Further, there are no adopted quantitative federal, State, regional, or City of Long Beach CEQA significance criteria for GHG emissions that would apply to the Project. Nevertheless, the CEQA Amendments for Greenhouse Gas Emissions state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Amendments note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (CNRA 2009b). Accordingly, the below analysis for Threshold 4.7a quantifies the Project's GHG emissions using CalEEMod

version 2022.1.1.0, and then assesses whether the quantity of emissions may have a significant impact on the environment using SCAQMD guidance.

### Short-Term Construction Impacts

Construction activities would result in the temporary generation of GHGs through worker vehicles and off-road and on-road construction equipment. The details of phasing, selection of construction equipment, and other input parameters are described in Section 4.3, Air Quality.

Because construction activity impacts are short-term, they contribute a relatively small portion of the total lifetime GHG emissions of a project. In addition, GHG emission-reduction measures for construction equipment are relatively limited. Therefore, as proposed by the SCAQMD, construction emissions are amortized over a project lifetime (typically 30 years) so that GHG reduction measures would address construction GHG emissions as part of the operational GHG-reduction strategies (SCAQMD 2008). That method is used in this analysis.

The results of the CalEEMod calculations for GHGs from construction of the Project are shown in Table 4.7-2, Estimated Construction Annual Greenhouse Gas Emissions for the Project. Project construction would result in estimated GHG emissions of approximately 2,100 MTCO<sub>2</sub>e, or annual GHG emissions of 70 MTCO<sub>2</sub>e when amortized over 30 years.

**TABLE 4.7-2  
ESTIMATED CONSTRUCTION ANNUAL  
GREENHOUSE GAS EMISSIONS FOR THE PROJECT**

<b>Year</b>	<b>Emissions (MTCO<sub>2</sub>e)</b>
2020	568
2021	79
2024	75
2025	1,106
2026	274
<b>Total</b>	<b>2,100</b>
<b><i>Annual Construction Emissions Amortized over 30 Years</i></b>	<b>70</b>
MTCO <sub>2</sub> e: metric tons of carbon dioxide equivalent	
Source: CalEEMod outputs can be found in Appendix C-3, Air Quality and Greenhouse Gas Emissions Calculations.	

Because construction emissions are amortized over a 30-year project lifetime, the level of significance for construction emissions related to the Project is included in below section on “Long-Term Operational Impacts”, and a separate significance finding for construction emissions is not necessary.

### Long-Term Operational Impacts

Operational GHG emissions for the Project were calculated in accordance with the methods described above and in Section 4.2, Air Quality, of this EIR. Mobile source inputs for trip generation were taken from the Project’s Traffic Impact Analysis, Appendix M, of this EIR (Psomas 2024). Model inputs include project-specific data for electricity consumption and water use and CalRecycle data for solid waste. The results of the calculations of operational annual GHG emissions at Project buildout (year 2026) are shown in Table 4.7-3, Estimated Annual Operational Greenhouse Gas Emissions. CalEEMod data sheets are included in Appendix C-3, Air Quality

and Greenhouse Gas Emissions Calculations of this EIR. The total operational GHG emissions at Project buildout is estimated at 649 MTCO<sub>2</sub>e per year.

**TABLE 4.7-3  
ESTIMATED ANNUAL OPERATIONAL  
GREENHOUSE GAS EMISSIONS**

Source	Emissions MTCO <sub>2</sub> e/year	Percent of Total
Area	<1	0%
Energy	17	3%
Mobile	462	71%
Solid Waste	168	26%
Water	1	0%
<b>Annual GHG Emissions</b>	<b>649</b>	<b>100%</b>
MTCO <sub>2</sub> e/year: metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas(es).		
Note: Totals may not balance due to rounding		
Source: CalEEMod outputs can be found in Appendix C-3, Air Quality and Greenhouse Gas Emissions Calculations.		

Table 4.7-4, Estimated Annual Greenhouse Gas Emissions, shows that the sum of amortized construction emissions and annual operational emissions would be approximately 719 MTCO<sub>2</sub>e/year at buildout.

**TABLE 4.7-4  
ESTIMATED ANNUAL  
GREENHOUSE GAS EMISSIONS**

Source	Emissions MTCO <sub>2</sub> e/year
Construction (amortized) (from Table 4.7-2)	70
Operations (from Table 4.7-3)	649
<b>Total Annual GHG Emissions</b>	<b>719</b>
SCAQMD-recommended project-level screening threshold	3,000
<b>Exceed threshold?</b>	<b>No</b>
MTCO <sub>2</sub> e/year: metric tons of carbon dioxide equivalent per year; GHG: greenhouse gas; SCAQMD: South Coast Air Quality Management District.	
Note: Totals may not balance due to rounding.	
Source: CalEEMod outputs can be found in Appendix C-3, Air Quality and Greenhouse Gas Emissions Calculations.	

Because the Project is inconsistent with the existing General Plan land use designation and it cannot be determined whether the proposed GPA would result in reduced GHG emissions per service population compared to the existing land use designation, the above quantitative analysis was prepared, as directed by the LB CAP. As noted above, there are no adopted quantitative federal, State, regional, or City of Long Beach CEQA significance criteria for GHG emissions that would apply to the Project. The SCAQMD has proposed, but not adopted, a threshold of 3,000 MTCO<sub>2</sub>e per year for non-industrial land use projects, as discussed above in Sections 4.7.2 and 4.7.3. As shown, the estimated GHG emissions from the Project would be substantially less than this suggested threshold. Accordingly, the City has determined that this suggested threshold proposed by SCAQMD is an appropriate threshold against which the City can evaluate the significance of the Project's quantified GHG emissions. Because the Project's GHG emissions



are substantially less than the SCAQMD threshold, Project implementation would result in less than significant impacts.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** Impacts would be less than significant pursuant to this threshold. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified a less than significant impacts pursuant to this threshold.

**Threshold 4.7b**      ***Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions?***

#### **2022 CARB Scoping Plan**

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Moreover, and as indicated above, the Project's level of GHG emissions would not exceed the SCAQMD recommended threshold of 3,000 MTCO<sub>2</sub>e/yr. Moreover, the Project would be consistent with the CAP as demonstrated above; therefore the Project would be consistent with the GHG reduction mandates established by SB 32 and the 2022 Scoping Plan. A less than significant impact would occur.

#### **SCAG's 2024-2050 RTP/SCS**

As discussed above, the principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that Metropolitan Planning Organization's Regional Transportation Plan (RTP). The principles of SB 375 are incorporated in SCAG's adopted 2024-2050 RTP/SCS. The proposed Project is neither a housing development project nor a transportation project that would increase population within the State or increase vehicle miles travelled (VMT). As discussed under Threshold 4.7a, the Project would also not result in substantial amounts of GHG emissions from either the construction phase or from the operations phase. Although the Project would generate vehicle trips and VMT, it is reasonable to assume that many users of the self-storage units would choose the Project facility because it is closer than currently used facilities. Thus, these users would reduce VMT compared to current practice. As shown in Table 4.7-4, the Project would result in emissions which are below the SCAQMD's draft interim significance threshold for GHGs. As such, GHG emissions generated by the Project are not considered to be substantial.

Moreover, the Project would not conflict with the goals outlined in the plan, which are to build and maintain an integrated multimodal transportation network; develop, connect and sustain communities that are livable and thriving; create a healthy region for the people of today and

tomorrow; and support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. A less than significant impact would occur.

### City of Long Beach CAP

As previously discussed under Threshold 4.7a, the Project is not able to utilize the LB CAP Checklist for CEQA streamlining pursuant to Section 15183.5 of the State CEQA Guidelines; accordingly, a Project-specific GHG analysis was conducted in compliance with CEQA. Nonetheless, the Project is still required to assess whether it would conflict with goals of the LB CAP. The LB CAP contains a consistency checklist to ensure projects subject to discretionary review implement relevant GHG emission reduction actions from the LB CAP and implement relevant Adaptation Actions from the LB CAP (City of Long Beach 2022). The Project's Consistency Checklist is included as Appendix H, Long Beach Climate Action Plan (LB CAP) Checklist.

As stated previously, the LB CAP Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the LB CAP Checklist is an implementation tool in the City's overall strategy to reduce GHG emissions. As the Project is not able to utilize the LB CAP for streamlining purposes, the Project must prepare a comprehensive project-specific analysis of GHG emissions, and incorporate the measures in the LB CAP Checklist to the extent feasible, as defined by CEQA and subject to the City's discretion. (City of Long Beach 2022).

As discussed above, a Project specific analysis of GHG emissions has been prepared under Threshold 4.7a, above, to demonstrate less than significant impacts related to GHG emissions. However, to demonstrate consistency with the LB CAP pursuant to this Threshold 4.7(b), the LB CAP Checklist has been completed for the Project, and is included as Appendix H of this Draft EIR. A summary of the LB CAP Checklist process and findings is provided below. The Project would implement all feasible Tier 1 and Tier 2 measures identified in the LB CAP, as identified below; a number of these measures are identified as Project Design Features (PDFs) and are also identified throughout Section 3.0, Project Description of the DEIR. PDFs are specific design elements proposed by the Applicant that have been incorporated into the Project that serve to reduce or avoid potential environmental effects. Because PDFs have been incorporated into the proposed Project, they do not constitute mitigation measures, as defined by CEQA Guidelines Section 15126.4. However, all PDFs will be included in the future Mitigation Monitoring and Reporting Program (MMRP) to ensure their implementation as a part of the Project:

- The proposed Project would comply with LB CAP GHG Emission Reduction Action #1 (Building Energy, Tier 1: Zero-Carbon Electricity). Specifically, the Project would implement **PDF-1**, which requires a combination of the installation of on-site renewable energy systems and participation in Southern California Edison's (SCE's) Green Rate program to supply 100% of the proposed Project's estimated energy demand to the maximum extent feasible. As described in Section 3.0, Project Description, the Project would install solar photovoltaic panels with sufficient capacity to offset approximately 70% of the Project's electrical demand. As available, the Project applicant would be required to participate in SCE at the Green Rate level (i.e. 100% carbon free electricity) for all electricity accounts associated with the project until which time SCE provides 100% carbon-free electricity for all accounts by default (for all electricity not generated by on-site solar). As of July 9, 2024, SCE notes that "the volume of interest for both the 50% and 100% Green Rate program has exceeded the amount of capacity available from approved Green Rate resources. In the 4th Quarter of 2022, SCE launched a new request for offers for additional generation to support the increasing interest in the Green Rate program. Until new Green Rate resources are contracted, or otherwise ordered, or authorized by

the Commission, SCE will maintain a waitlist from customers interested in participating in the Green Rate program. As capacity becomes available, SCE will enroll customers onto the Green Rate on a first-come, first-served basis.” Should Green Rate electricity not be available at the time the Project obtains its first certificate of occupancy, the Project Applicant shall sign up for the SCE Green Rate waitlist and remain on the waitlist until Green Rate electricity becomes available, upon which, the Applicant would be required to enroll in SCE’s Green Rate program for all electricity associated with the Project not generated by on-site solar.

- LB CAP GHG Emission Reduction Action #2 (Building Energy, Tier 1: MUNICIPAL PROJECTS ONLY: Reduce Energy Use and Supply the Project with Renewable Electricity) only applies to Municipal Projects; as the Project is not Municipal, this GHG Emission Reduction Action is not applicable to the Project.
- The Project would comply with LB CAP GHG Emission Reduction Action #3 (Building Energy, Tier 1: Comply with All City Building Energy Codes and Ordinances). As discussion in Section 4.6, Energy, the Project would comply with all City Building Energy Codes and Ordinances.
- CAP GHG Emission Reduction Action #4 (Building Energy, Tier 2: Building Energy Efficiency) only applies to projects that include a retrofit of an existing building. As the Project does not include a retrofit, this GHG Emission Reduction Action is not applicable to the Project.
- The Project would comply with CAP GHG Emission Reduction Action #5 (Waste, Tier 1: Recyclable Materials Recycling). Specifically, the Project would implement **PDF-2**, which requires the Project would with all state and local requirements for recycling, also including but not limited to, Chapter 8.60 Solid Waste, Recycling, and Litter Prevention and Organic Waste Disposal Reduction in the City’s Municipal Code. **PDF-2** would also require the Project to:
  1. Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Section 18.67.100.
  2. Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers will be kept clean, be clearly labeled, and will be co-located next to any other solid waste receptacles. The Project Applicant will ensure sufficient pick up of collection containers to meet the needs of the occupants or customers.
  3. The Project shall ensure space for multi-stream collection containers in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The Project shall provide educational material and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling.
  4. The Project Applicant shall ensure that all Project occupants and tenants separate recyclables from all other refuse and place recyclables in a separate container designated for recycling through the provision of separate containers.
  5. The Project Applicant shall ensure that all containers are audited annually to ensure proper service levels and to check for contamination and report findings back to occupants within 30 days and to the City as requested.

6. The Project Applicant shall work with the Project's waste hauler to provide educational material to tenants at least on an annual basis.
  7. The Project Applicant shall provide compliance data to the City as required for any current auditing program.
- The Project would comply with CAP GHG Emission Reduction Action #6 (Waste, Tier 1: Organics Composting). Specifically, the Project would implement **PDF-3**, which requires the Project to comply with all state and local requirements for composting and organic waste collection, including, Chapter 8.60 Solid Waste, Recycling, and Litter Prevention and Organic Waste Disposal Reduction in the City's Municipal code. **PDF-3** would also require the Project to:
    1. Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers shall be kept clean, be clearly labeled, and co-located next to any other solid waste receptacles. The Project Applicant shall ensure sufficient pick up of collection containers to meet the needs of occupants or customers.
    2. The Project Applicant shall ensure that the Project includes space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The Project must provide educational material and training to occupants and tenants in how to properly separate organics from all other solid waste and place organics in a separate container designated for organics.
    3. The Project Applicant shall ensure that all Project occupants and tenants will separate compostables from all other refuse and place compostables in a separate container designated for composting.
    4. The Project Applicant shall ensure containers are audited annually to ensure proper service levels and to check for contamination and report findings back to occupants within 30 days and to the City as requested.
    5. The Project Applicant shall work with the Project's waste hauler to provide educational material to tenants at least on an annual basis.
    6. The Project Applicant shall provide compliance data to the City as required for any current auditing program.
  - CAP GHG Emission Reduction Action #7 (Waste, Tier 2: Incorporate On-site Composting, Mulching, and/or Anaerobic Digestion) requires projects to incorporate organic waste processing capabilities, such as composting, mulching, or anaerobic digestion facilities; the City has determined that this would not be applicable to the Project, as the Project does not involve land uses that would generate excessive organic waste.
  - CAP GHG Emission Reduction Action #8 (Transportation, Tier 2: Meets Transportation Screening Criteria) provides an opportunity for projects to screen out of checklist questions #9 through #14 if the Project would meet one of the following criteria: Is the project located in a Transit Priority Area or High Quality Transit Area; Does the project include local-serving retail (e.g., grocery stores, pharmacies, or restaurants) less than 50,000 square feet; Does the project include 100 percent affordable housing units(excluding the Manager's unit); or Will the project result in less than 110 total daily vehicle trips at full

buildout. As the Project does not meet these criteria, Action #8 is not applicable. The CAP Checklist then directs the Project to proceed to Checklist questions #9 through #14.

- CAP GHG Emission Reduction Action #9 (Transportation, Tier 1: Trip Reduction Features to Reduce Vehicle Miles Traveled) requires projects to incorporate vehicle trip reduction features into the project design as mitigation measures; specifically, this measure requires that these features achieve a minimum of five percent reduction in vehicle trips and VMT compared to the project without such vehicle trip reduction features.

According to the City's latest TIA guidance, the Project is presumed to have a less than significant impact related to VMT, as it would result in less than 500 ADT. Moreover, the Project is a local serving use and would likely result in a slight reduction in overall VMT, as it would provide self-storage and RV storage opportunities in the City that patrons would have otherwise had to drive further for. Beyond bicycle parking for employees, which the Project already includes, additional VMT reductions would not be applicable to this land use, as it is unlikely that RV Storage and Self-Storage customers would arrive to the Project Site via alternative modes of transportation. As such, this GHG Reduction Action is not applicable to the Project.

- The Project would implement CAP GHG Emission Reduction Action #10 (Transportation, Tier 1: Incorporate Pedestrian Infrastructure) which requires projects to incorporate pedestrian infrastructure into its design. Specifically, the Project would implement **PDF-4**, which requires the Project to set aside an easement along the southern border of the Project Site to provide future pedestrian and bicycle access to the Los Angeles River, should a future trail be developed. Should a future trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. All pedestrian facilities and connections would be with the City's Mobility Element, CX3 Pedestrian Plan, and any other relevant governing plans.
- The Project would also increase sidewalk coverage within the Project Site, improving pedestrian access. The Project would not improve degraded or substandard sidewalks, as none exist on the Project Site and this portion of the measure is not applicable to the Project. The Project would plant and maintain trees, providing shades or pedestrians on-site. The Project would incorporate best practices, as feasible, to ensure pedestrian infrastructure is contiguous and links externally with existing and planned pedestrian facilities; best practices include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety 6. Minimize barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings
- The Project would implement CAP GHG Emission Reduction Action #11 (Transportation, Tier 1: Incorporate Bicycle Infrastructure) which requires projects to incorporate bicycle infrastructure into its design; specifically, **PDF-4** requires the Project to set aside an easement along the southern border of the Project Site to provide future pedestrian and bicycle access to the Los Angeles River, should a future trail be developed. Should a future trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the cycling environment within the City. **PDF-5** would also require the Project to provide 15 bicycle parking spaces along the front parking lot area, encouraging individual to take alternative modes of transportation. The Project would only create approximately 10 new jobs and the Project would provide 15 bicycle parking spaces along the front parking lot area, consistent with the City's code of ordinance and the City's bicycle master plan, to encourage employees to utilize alternate modes of transportation for their commute. As stated previously, the RV Storage and Self-Storage land uses are not ones

that patrons would be likely to utilize alternative modes of transportation. As such, it has been determined that provision of an additional 15 bicycle stalls would be adequate for this project type.

- The Project would implement CAP GHG Emission Reduction Action #12 (Transportation, Tier 1: Incorporate Electric Vehicle Charging Infrastructure) which requires projects to comply with any CalGREEN requirement, City ordinance, building code, or condition of approval that requires a certain amount of EV charging infrastructure and readiness. This may include minimum requirements for EV charging stations, EV capable parking spaces, and EV-ready parking spaces. The Project would be required to comply with all of the aforementioned requirements and regulations.
- The Project would implement CAP GHG Emission Reduction Action #13 (Transportation, Tier 1: Comply with City TDM Ordinance) which requires projects to comply with the City's TDM ordinance at the time of project approval. The Project would comply with the City's TDM ordinance, as applicable.

This Action also requires projects to comply with any applicable VMT reduction target and incorporate any required monitoring mechanisms for development, subject to the ordinance. As stated previously, the Project was found to have a less than significant impact on VMT. As such, there are no VMT reduction targets applicable the Project.

- The Project would implement CAP GHG Emission Reduction Action #14 (Transportation, Tier 1: Comply with City's Transportation Impact Guidelines) which requires projects to comply with the City's Transportation Impact (TIA) Guidelines ordinance at the time of project approval. A Project-specific TIA was prepared for the Project in compliance with the City's TIA guidelines and is included as Appendix M of this DEIR.
- The Project would implement CAP GHG Emission Reduction Action #15 (Transportation, Tier 2: High-Density, Mixed-Use, Transit-Oriented, Walkable Infill Project Design), as feasible. Specifically, Action #15 states that projects should maximize the following characteristics whenever feasible:
  1. Located in a transit priority area or transit corridor. *(This would not be feasible as the Project is not located in a transit priority area or transit corridor).*
  2. Includes local-serving retail (e.g., grocery stores, pharmacies, or restaurants) *(This would not be feasible as the Project would not include local-serving retail).*
  3. Includes 100 percent affordable housing units or an otherwise high level of *affordable* housing as defined by the City for the project site *(This would not be applicable as the Project is not a residential project)*
  4. Includes a mix of land uses *(The Project would comply with this part of the action, providing both RV storage and Self-Storage land uses)*
  5. Includes shared and reduced parking strategies, such as shared parking *facilities*, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces, and reduced parking below allowable amount *(The Project would comply with this part of the action, providing EV Spaces consistent with CalGreen and carpool/vanpool spaces consistent with the City's TDM ordinance)*
  6. Does not provide more parking than required *(The Project includes a long-term RV parking lot as a Project component. Because this is a primary function of the Project, the additional parking spaces would not influence increased VMT based beyond what is already calculated as part of the Project)*

The proposed Project would also comply with the following applicable CAP Adaptation Actions for Extreme Heat, Drought, and Sea Level Rise and Flooding:

- The Project would implement Extreme Heat Adaptation Action #1 (Incorporate Cool Roofs, Cool Walls, Reflective Streets, Cool Surfaces, and Shade Canopies). Specifically, the Project would implement **PDF-6**, which requires the Project to incorporate shaded canopies with solar panels above the RV storage areas. Additionally, the Project would be built to the latest CALGreen and Title 24 standards and would include cool roofs and walls.
- The Project would implement Extreme Heat Adaptation Action #2 (Incorporate Tree Plantings and Expands Urban Forest Cover) Specifically, the Project would implement **PDF-7**, which requires the Project to incorporate drought-tolerant and native trees and plants around the perimeter of the Project Site, as applicable and feasible.
- Extreme Heat Adaptation Action #3 (Incorporate Bus Shelter Amenities) is only applicable to projects that propose the instillation of a new bus shelter. The Project does not propose the instillation of a new bus shelter; as such, this action is not applicable.
- Extreme Heat Adaptation Action #4 (Install Photocatalytic Tiles) would not be applicable to the Project. The proposed project proposes a self-storage facility for RVs with limited roofing space. Existing uses for proposed shade on site are for solar panels that offsets energy usage at this site and help contribute a reliable and renewable energy grid. Due to the limited surface area, especially roofing surface area for tiles, and limited market accessibility for photocatalytic tiles, the use of photocatalytic tiles is not feasible and this LB CAP Development Checklist requirement is not applicable.
- Extreme Heat Adaptation Action #5 (Include Urban Agriculture) would not be applicable to the Project. The proposed project proposes a self-storage facility for RVs that utilized the majority of the lot area. This site has limited unused surface area for urban agriculture production and daily users/operators that would benefit from agriculture production in the Industrial Zone. The intent of LB CAP Action AQ-2 is to incentivize urban agricultural practices and projects in the community and home gardens. Urban agriculture on this site would have limited benefit for the proposed and existing, adjacent industrial uses. This LB CAP Development Checklist requirement is not applicable as there is limited contextual benefit from the proposed uses and existing, adjacent uses.
- The Project would implement Extreme Heat Adaptation Action #6 (Use Electric Lawn and Garden Equipment, Outdoor Power Equipment, and Other Small Equipment). Specifically, **PDF-7**, requires that the Project Applicant, and any potential landscaping contracts for the subject property, shall utilize electric lawn and garden equipment, outdoor power equipment, and other small equipment or landscape management and site maintenance.
- The Project would implement Drought Adaptation Action #7 (Implement Water Use Efficiency and Water Conservation). Specifically, the Project would implement **PDF-8**, which requires the Project to include the installation of low flow sprinkler heads and drip, automated faucets, and high efficiency toilets, where feasible. Additionally, **PDF-8** requires the Project to plant native and drought tolerant vegetation with lower demands than required by Model Water Efficient Landscape Ordinance (MWELO).
- The Project would implement Drought Adaptation Action #8 (Incorporate Green Infrastructure and Green Streets) Specifically, the Project would implement **PDF-9**, which requires the Project to incorporate green infrastructure such as bioswales, or vegetated strips, where feasible.

- The Project would not implement Drought Adaptation Action #9 (Use Recycled Water and Greywater for Non-Potable Uses; includes Rainfall Capture) because it is infeasible. The Project cannot incorporate use of recycled water and/or greywater for non-potable uses because the Long Beach Utilities cannot provide non-potable water to the Project Site at this time.
- The Project would implement Drought Adaptation Action #10 (Comply with all City Floodplain and Sea Level Rise Regulations) The Project would comply with all City and Federal Emergency Management Act (FEMA) floodplain regulations as necessary to limit, elevate, or provide floodproofing standards in areas designated as vulnerable to flooding in order to minimize physical damage to development. This includes compliance with all applicable FEMA, California Building Code, City Building Code Chapter 18.40 and Floodplain Ordinance requirements. The Project would also comply with all applicable sea level rise regulations and ordinances, as applicable.
- The Project would implement Drought Adaptation Action #11 (Comply with the City's Current Stormwater Management Plan). The Project would comply with the City's Current Stormwater Management Plan and all related ordinances related to stormwater management and sea level rise scenarios evaluated by the City.
- Drought Adaptation Action #12 (Ensure that all critical infrastructure in the sea level rise vulnerability zone is elevated, relocated, or floodproofed) is only applicable to projects within the sea level rise (SLR) vulnerability zone; the Project is not within the SLR vulnerability zone. As such, this action is not applicable to the Project.
- Drought Adaptation Action #13 (Adapt Street Hardscapes and Waterfront Streets and Paths) is only applicable to projects related street improvements within the SLR vulnerability zone. The Project is not located in the SLR vulnerability zone; as such, this action is not applicable to the Project.

Additionally, Table 4.7-5, Project Potential to Conflict with the with the LB CAP, assesses whether the Project would conflict with the actions outlined in the LB CAP.

**TABLE 4.7-5  
PROJECT POTENTIAL TO CONFLICT WITH THE LB CAP**

Priority Mitigation Action	Project Potential to Conflict
<b>Building + Energy</b>	
BE-1: Provide access to renewably generated electricity	<b>Project would not conflict.</b> The Project would include solar on the canopy shade structures over the RV parking; additionally, the Project would install EV chargers and EV ready parking stalls consistent with Title 24. Additionally, <b>PDF-1</b> would involve the Project Applicant enrolling in SCE Green Power at the 100% rate, as available. As such, the Project would prove access to renewably generated electricity
BE-2: Increase use of solar power	<b>Project would not conflict.</b> The Project would include solar on the canopy shade structures over the RV parking. As such, the Project would increase the use of solar power within the City.
BE-3: Promote community solar and microgrids	<b>Not Applicable.</b> This action is directed at the City. While the Project would implement solar on the RV canopies, it would not promote community solar or microgrids.



**TABLE 4.7-5  
PROJECT POTENTIAL TO CONFLICT WITH THE LB CAP**

Priority Mitigation Action	Project Potential to Conflict
BE-4: Develop a residential and commercial energy assessment and benchmarking program	<b>Not Applicable.</b> This action is directed at the City. The Project would not develop a residential and commercial energy assessment and benchmarking program.
BE-5: Provide access to energy efficiency financing, rebates, and incentives for building owners	<b>Not Applicable.</b> This action is directed at the City. The Project does not include access to energy efficiency financing, rebates or incentives to individual business owners.
BE-6: Perform municipal energy and water audits	<b>Not Applicable.</b> This action is directed at the City. The Project is not a municipality that would perform energy or water audits.
BE-7: Update building codes to incentivize electric new residential and commercial buildings	<b>Not applicable.</b> This action is directed at the City. While the Project would be built according to the latest Title 24 standards and would construct an all-electric building, the Project would not update building codes to incentivize electric new residential and commercial buildings.
BE-8: Implement short-term measures to reduce emissions related to oil and gas extraction	<b>Not applicable.</b> This action is directed at the City. The Project does not involve the implementation of short-term measures to reduce emissions related to oil and gas extraction.
<b>Transportation</b>	
T-1: Increase the frequency, speed, connectivity, and safety of transit options	<b>Not Applicable.</b> The Project would not govern the frequency of transit provided to the Project area, and does not propose the installation or removal of any transit facilities.
T-2: Expand and improve pedestrian infrastructure citywide	<b>Project would not conflict.</b> Consistent with <b>PDF-4</b> , the Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
T-3: Increase bikeway infrastructure citywide	<b>Project would not conflict.</b> Consistent with <b>PDF-5</b> , the Project would provide 15 bicycle parking spaces along the front parking lot area, increasing bikeway infrastructure in the City. Additionally, consistent with <b>PDF-4</b> , the Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the cycling environment within the City.
T-4: Implement the Port of Long Beach Clean Trucks Program	<b>Not Applicable.</b> The Project is not within the Port of Long Beach jurisdiction.
T-5: Develop an Electric Vehicle Infrastructure Master Plan	<b>Not Applicable.</b> This action is directed at the City. While the Project would install EV chargers and EV ready parking stalls consistent with Title 24, the Project would not develop an electric vehicle infrastructure master plan.
T-6: Increase employment and residential development along primary transit corridors	<b>Not Applicable.</b> While the Project would increase employment opportunities in the City, the Project is not located along a primary transit corridor.

**TABLE 4.7-5  
PROJECT POTENTIAL TO CONFLICT WITH THE LB CAP**

Priority Mitigation Action	Project Potential to Conflict
T-7: Update the Transportation Demand Management Ordinance	<b>Not Applicable.</b> This action is directed at the City; the Project would not update the City's Transportation Demand Management Ordinance.
T-8: Increase the density and mixing of land uses	<b>Would not conflict.</b> The Project site is currently undeveloped; the Project would introduce two new uses to the Project Site: RV Storage and Self-Storage facility.
T-9: Integrate SB 743 planning with the LB CAP process	<b>Not Applicable.</b> This action is directed at the City; the Project would not integrate SB 743 planning with the CAP process.
<b>Waste</b>	
W-1: Ensure compliance with state law requirements for multifamily and commercial property recycling programs	<b>Not Applicable.</b> This action is directed at the City. While the Project would comply with State law requirements for commercial property recycling programs, the Project does not involve multifamily uses.
W-2: Develop an organic waste collection program for City-serviced accounts	<b>Not Applicable.</b> This action is directed at the City. While the Project would implement <b>PDF-3</b> , the Project/Project Applicant does not have the authority to develop an organic waste collection program for City-serviced accounts.
W-3: Partner with private waste haulers to expand organic waste collection community-wide	<b>Not Applicable.</b> This action is directed at the City. While the Project would implement <b>PDF-3</b> , the Project/Project Applicant does not have the authority to expand organic waste collection community-wide.
W-4: Identify organic waste management options	<p><b>Project would not conflict.</b> In addition to compliance with all state and local requirements for composting and organic waste collection, including, Chapter 8.60 Solid Waste, Recycling, and Litter Prevention and Organic Waste Disposal Reduction in the City's Municipal code. The Project would also: implement <b>PDF-3</b>, which requires The Project to do the following:</p> <ul style="list-style-type: none"> <li>• Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers shall be kept clean, be clearly labeled, and co-located next to any other solid waste receptacles. The Project Applicant shall ensure sufficient pick up of collection containers to meet the needs of occupants and customers.</li> <li>• The Project Applicant shall ensure that the Project includes space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. The Project must provide educational material and training to occupants and customers in how to properly separate organics from all other solid waste and place</li> </ul>

**TABLE 4.7-5  
PROJECT POTENTIAL TO CONFLICT WITH THE LB CAP**

Priority Mitigation Action	Project Potential to Conflict
	<p>organics in a separate container designated for organics.</p> <ul style="list-style-type: none"> <li>• The Project Applicant shall provide adequate receptacles to ensure that all Project occupants and customers will separate compostables from all other refuse and place compostables in a separate container designated for composting.</li> <li>• The Project Applicant shall ensure containers are audited annually to ensure proper service levels and to check for contamination and report findings back to occupants within 30 days and to the City as requested.</li> <li>• The Project Applicant shall work with the Project's waste hauler to provide educational material to tenants and customers at least on an annual basis.</li> </ul> <p>The Project Applicant shall provide compliance data to the City as required for any current auditing program.</p>

In summary, a Project-specific analysis of GHG emissions has demonstrated that the Project's GHG emissions would be well below the SCAQMD brightline threshold, the Project would implement all applicable and feasible measures from the LB CAP Checklist, and the Project would not conflict with any of the mitigation actions outline in the LB CAP.

As such, the Project would not conflict with the abovementioned plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As a result, the Project would result in a less than significant impact.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** Impacts would be less than significant pursuant to this threshold. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified no impacts pursuant to this threshold.

### **4.7.4 CUMULATIVE IMPACTS**

SCAQMD's policy with respect to cumulative impacts is that, where a project's direct impacts are less than significant, the project's GHG impacts would also be cumulatively less than significant, since GHG emissions are a cumulative issue (SCAQMD 2003). As shown in Tables 4.7-2 through 4.7-4 and discussed above, the Project's construction and operational emissions would be directly less than significant. Therefore, consistent with SCAQMD policy, the cumulative construction and operational impacts of the Project would also be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Cumulative Impacts: No impact would occur and therefore no mitigation is required.

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## **4.8 HAZARDS AND HAZARDOUS MATERIALS**

This section discusses the existing hazards and hazardous materials setting of the Project Site and assesses potential impacts related to hazards and hazardous materials.

### **4.8.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The MND first determined that, although the Prior Project would require the transport and use of standard construction equipment and materials, some of which that may include a hazardous component such as transport and storage of fuels, the Prior Project activities would be conducted in compliance with existing federal, State, and local regulations. Additionally, the Project uses would restrict storage and transport of hazardous materials and training on proper containment and cleanup of small spills of hazardous materials would be provided to all onsite workers following State guidelines. The MND determined that development of the Project would not cause significant hazards through accidental release of hazardous materials or create a significant hazard to the public through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Although one school is located within 0.25 miles of the Project Site, the MND determined that the Prior Project would not emit hazardous emissions as the handling or storage of hazardous materials would be restricted to common materials associated with vehicles and vehicle maintenance and all remediation, construction, and operation-related activities would follow all proper federal, State and local regulations. The MND determined that, as part of the Prior Project, the school occupants would not be exposed to substantial health risks.

The MND determined that potential impacts could occur associated with the presence of hazardous substances or materials in or on the Project Site due to its historical use for oil sumps, oil wells onsite, and offsite historical oil development in the vicinity. However, with implementation of mitigation, potential impacts related to hazards and hazardous materials would be reduced to less than significant levels.

The MND determined that the Project Site is not included on the California Department of Toxic Substance Control (DTSC) Hazardous Waste and Substances List, or Cortese List; however, the Project Site has undergone several assessments to evaluate the presence of hazardous materials, and there are adjoining properties and properties within the site vicinity that occur on the regulatory databases. As such, the Prior Project would incorporate MM HAZ-1 through HAZ-5 to ensure that impacts related to hazardous materials would be remediated to the satisfaction of the DTSC. The MND concluded the Prior Project would not create a significant hazard to the public with mitigation incorporated.

The MND found that the Project Site is not located within an adopted Airport Land Use Plan and, although the Long Beach Airport was located approximately two miles east of the Project Site, the Prior Project would be located outside of the Long Beach Airport influence area. Therefore, the MND determined that the Prior Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

The MND also determined that because the Prior Project would not impede the use of I-405 or I-710 as disaster routes or block access to nearby properties via Pacific Place, it would not interfere with the implementation of the City's Hazard Mitigation Plan (City of Long Beach 2017) or the LA County Department of Public Works' (LACDPW) designation of the I-405 and I-710 as

disaster routes. Therefore, the MND determined that the Prior Project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan.

The MND determined that the Project Site is not located within a Fire Hazard Severity Zone (FHSZ) or in a Wildland-Urban Interface area. Therefore, the MND determined the Prior Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

### ***MND Mitigation Measures***

The MND required implementation of the following mitigation measures regarding hazards to reduce potential impacts associated with implementation of the Prior Project to less than significant levels.

- MM HAZ-1** Before issuance of a building permit by the City of Long Beach, the applicant for the Artesia parcels shall have a qualified environmental professional prepare a Response Plan (RP) outlining site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site. Engineering controls reduce exposures of hazardous materials to future occupants; examples are vapor barriers and sub-slab venting systems. Administrative controls restrict future land uses and activities onsite to limit exposures to future occupants; for instance, land use covenants prohibiting residential, school, and day care uses.
- MM HAZ-2** Before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional conduct a Phase I Environmental Site Assessment of the McDonald Trust parcels in accordance with American Society for Testing and Materials (ASTM) E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and 40 Code of Federal Regulations (CFR) Part 312 Standards and Practices for All Appropriate Inquiries.
- MM HAZ-3** If the Phase I ESA required under Mitigation Measure HAZ-2 identifies recognized environmental conditions on or affecting the McDonald Trust parcels, then, before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional conduct a Phase II Environmental Site Assessment consisting of soil and soil vapor sampling and testing; in addition to groundwater sampling and testing, if recommended by the Phase I ESA; and a human health hazard assessment.
- MM HAZ-4** If the Phase II ESA identifies contaminants in soil and/or soil vapor exceeding environmental screening levels for commercial use, then, before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional prepare and implement a Remedial Action Plan (RAP), a Removal Action Workplan (RAW) or a Response Plan (RP) specifying site remediation, engineering controls, future operation and monitoring (O&M) activities, and/or administrative controls to allow for commercial/industrial development of the site. For each contaminant the Response Plan shall specify how some combination of hazardous materials remediation, engineering controls, operation and monitoring (O&M) activities, and/or administrative controls would reduce exposures to Project construction

workers and Project operational workers to below concentrations specified in regulatory action levels for each respective contaminant.

- MM HAZ-5** The City shall not issue a Certificate of Occupancy for development on the McDonald Trust parcels until any regulatory agency involved has issued a document approving that the Remedial Action Plan (RAP), a Removal Action Workplan (RAW) or a Response Plan (RP), as the case may be, has been implemented in conformance with that agency's requirements (for instance, a No Further Action determination by the Department of Toxic Substances Control).

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND. HAZ-2, HAZ-3, HAZ-4, and HAZ-5 from the MND pertained only to the McDonald Trust Parcels which are no longer a part of the Project; therefore, they are not applicable to the Project and not included in any form in the DEIR. The actions required by HAZ-1 in the MND do pertain to the Project and are included in the DEIR, though in a modified and more expanded form to provide greater clarification.

#### 4.8.2 ENVIRONMENTAL SETTING

The information in this section is based on the following technical studies and documents, all of which are available as Appendix I-1 through Appendix I-17, as detailed below:

- *Standard Agreement, California Land Reuse and Revitalization Act, Docket No. HAS-FY 19/20-044* dated October 23, 2019 and prepared by the DTSC. (DTSC 2019a). (Appendix I-1).
- *Phase I Environmental Site Assessment, 3701 Pacific Place, Long Beach, California* dated August 30, 2019 and prepared by Roux Associates, Inc. (Roux 2019). (Appendix I-2)
- *Phase I Environmental Site Assessment Acceptance Email for the Long Beach Industrial Park/Former Oil Operators Site* dated December 11, 2019 and prepared by the DTSC. (DTSC 2019b). (Appendix I-3)
- *Final Site Assessment Plan and Report of Findings, Long Beach Industrial Park Site (a.k.a. Former Oil Operators), 3701 North Pacific Place, Long Beach, California* dated March 13, 2020, and prepared by Roux Associates, Inc. (Roux 2020a). (Appendix I-4).
- *Final Site Assessment Plan Acceptance Letter for the Long Beach Industrial Park/Former Oil Operators Site [Site Assessment Plan dated 2019, December 11]* dated March 12, 2020 and prepared by the DTSC. (DTSC 2020a). (Appendix I-5).
- *Final Phase I Environmental Site Assessment, Parcel-025, 3701 Pacific Place, Long Beach, California* dated April 20, 2020 and prepared by Roux Associates, Inc. (Roux 2020b). (Appendix I-6).
- *Site Assessment Plan and Report of Findings Addendum, 3701 Pacific Place Tookey Parcel, Long Beach California*, April 10, 2020, revised on May 18, 2020 and prepared by Roux Associates, Inc. (Roux 2020c). (Appendix I-7).
- *Site Assessment Plan and Report of Findings DTSC Approval Letter, 3701 Pacific Place Tookey Parcel, Long Beach California*, dated June 4, 2020 and prepared by the DTSC. (DTSC 2020b). (Appendix I-8).
- *California Land Reuse and Revitalization Act Agreement and Amendment Transmittal, 3701 Pacific Place Tookey Parcel, Long Beach California* dated June 16, 2020 and prepared by the DTSC. (DTSC 2020c). (Appendix I-9).

- *Response Plan, 3701 Pacific Place, Long Beach California* dated March 10, 2021 and prepared by Roux and Associates, Inc. (Roux 2021). (Appendix I-10).
- *Master Response, Draft Response Plan, Long Beach Industrial Park* dated April 6, 2021 and prepared by DTSC (DTSC 2021a). (Appendix I-11).
- *Final Response Plan Approval, 3701 Pacific Place, Long Beach California* dated September 23, 2021 and prepared by the DTSC. (DTSC 2021b). (Appendix I-12).
- *Remedial Design and Implementation Plan, 3701 Pacific Place, Long Beach California* dated January 11, 2022 and prepared by Roux and Associated, Inc. (Roux 2022). (Appendix I-13).
- *Remedial Design and Implementation Plan Approval, 3701 Pacific Place, Long Beach California* dated January 13, 2022 and prepared by DTSC. (DTSC 2022). (Appendix I-14).
- *DRAFT Response Plan, Long Beach Industrial Park, 3701 North Pacific Place, Long Beach, California* dated March 12, 2024 and revised June 3, 2024, prepared by Roux and Associates, Inc., including an Excavation Management Plan (EMP), 3701 North Pacific Place, Long Beach California, dated September 14, 2021 and revised May 28, 2024 attached as an appendix. (Roux 2024). (Appendix I-15).
- *Soil Management Plan Long Beach Industrial Park, 3701 North Pacific Place, Long Beach, California* dated August 20, 2020 and prepared by Roux and Associates, Inc., including the Site Specific Health and Safety Plan (HASP) Long Beach Industrial Park, 3701 North Pacific Place, Long Beach, California dated August 13, 2020 attached as Appendix C. (Roux 2020d). (Appendix I-16).
- *Ambient Air Monitoring Plan Long Beach Industrial Park, 3701 North Pacific Place, Long Beach, California* dated August 17, 2020 and prepared by Roux and Associates, Inc. (Roux 2020e). (Appendix I-17).

## **A. Existing Conditions**

### **Existing and Previous Uses of the Project Site**

The Project Site was undeveloped until at least 1896. By 1926, the Site was occupied by Oil Operators, Inc. (Oil Operators), which operated an oil brine water treatment facility, and the majority of the Project Site was used as a treatment sump/pond. Oil brine was pumped to evaporation and treatment ponds (sumps) on the Project Site. Water was then allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind an oily sludge. Following evaporation, the remaining sludge was left in the sumps or dumped elsewhere. Evaporation operations ceased at the Project Site in the mid-1950s. (Roux 2021)

According to CalGEM records, six oil wells were historically located onsite, and five of the six wells produced oil. The wells were reportedly drilled between 1937 and 1981. All six wells were abandoned between 1981 and 2014, conforming with CalGEM standards when they were abandoned. (Roux 2019)

In the 1970s, a partial cleanup/treatment of the Project Site was conducted. The partial cleanup included removal, treatment, and replacement of a portion of the sump materials. However, detailed records describing the cleanup activities were not available for review. (Roux 2021)

In the late 1980s, approximately 80,000 cubic yards (cy) of sandy soil were imported to the Project Site reportedly from nearby Los Angeles River dredging activities. The sandy soil was spread throughout the Project Site at a reported thickness of between two and eight feet and completely covered the oily sludge. The Project Site was developed as a golf learning facility in 1996. The

golf learning facility ceased operations in 2016, and the structures associated with the driving range were removed in 2017. The Project Site has been vacant since. (Roux 2021)

## **Key Environmental Investigations and Documents**

### ***CLRRRA Agreement***

DTSC and the Project Applicant entered into an agreement pursuant to the California Land Use and Revitalization Act of 2004 (CLRRRA) on October 23, 2019 (DTSC 2019a) for the purpose of addressing the Project Site's environmental history. The purpose of CLRRRA is to encourage cleanup and redevelopment of polluted urban sites by providing certain benefits to qualifying buyers of property, such as legal immunities to damages and response claims. DTSC is one of three agencies that can supervise a project under CLRRRA. CLRRRA requires a specific set of procedural steps prior to a property owner's qualification for CLRRRA for these immunities. (DTSC 2024)

### ***Phase I Environmental Site Assessment (Parcels -019, -032, and -033) dated August 30, 2019***

The August 30, 2019 Phase I Environmental Site Assessment (ESA) was prepared for part of the Project Site<sup>1</sup> pursuant to the American Society for Testing Materials (ASTM) Standards. Submission of a Phase I ESA is often required by an overseeing agency under CLRRRA, as CLRRRA applicants must prove that they have made "all appropriate inquiries" pursuant to California Health & Safety Code Section 25395.80. The Phase I ESA identified Recognized Environmental Conditions (RECs) and other environmental features (OEFs) in connection with the site, as discussed below. (Roux 2019)

### **Recognized Environmental Conditions (REC)**

A REC is the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The Phase I ESA identified the following RECs for the portion of the Project Site covered by the August 30, 2019 Phase I ESA.

- **REC-1: Former Oil Sumps.** The site was formerly used as an oil brine water treatment facility beginning in 1926 for nearby and onsite oil development activities. Oil brine was pumped to evaporation and treatment ponds (sumps) on the site; the majority of the site was used as a treatment sump. Water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. Following evaporation, the remaining sludge was left in the sumps or dumped elsewhere. Evaporation operations reportedly ceased at the site in the mid-1950s. No information was found indicating how the sumps were abandoned and whether fill was imported. Although numerous investigations and limited land farming activities have been conducted at the site, no large-scale remediation has been completed as of this report date. Petroleum hydrocarbon and metals (arsenic and lead) impacts have been identified across the site in soil in addition to limited semi-volatile organic compound (SVOC) impacts. In soil vapor, perchloroethylene (PCE), trichloroethylene (TCE), benzene, and methane were detected across the site. (Roux 2019)

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<sup>1</sup> The portion of the Project Site covered by the August 30, 2019 Phase I ESA was identified at the time as Los Angeles Assessor Parcel Numbers (APNs) 7140-014-019, 7140-014-032 and 7140-014-033 (Parcels 1 through 3, respectively).

- **REC-2: Former Oil Wells.** According to CalGEM records, six oil wells were historically located onsite, and five of the six wells produced oil. The wells were reportedly drilled between 1937 and 1981. All six wells were abandoned between 1981 and 2014 conforming with CalGEM standards when they were abandoned. Drilling of wells such as this are known to generate drill cuttings and drilling mud that could be impacted by hydrocarbons encountered in the subsurface. Operation of oil wells is also known to cause near-surface hydrocarbon impacts to soil and soil vapor. (Roux 2019)
- **REC-3: Nearby Offsite Historical Oil Development.** The site vicinity, including adjoining properties, has been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and ASTs. The oil development operations in the site vicinity are likely to have produced hydrocarbon impacts to the subsurface with the potential to migrate onsite and comeingle with impacts originating onsite. Regional groundwater in the area has been degraded at least in part due to the historical oil development activities in the vicinity of the site. Total dissolved solids (TDS) impacts have been identified in the Gaspar aquifer, approximately 50 to 70 feet below ground surface (bgs), in the site vicinity. (Roux 2019)

#### Other Environmental Features

OEFs are environmental conditions that do not meet the definition of an REC, but which still warranted mention in a comprehensive Phase I ESA. The Phase I ESA identified the following OEFs in connection with the site.

- **OEF-4: Commercial Pesticide and Herbicide Use.** The former driving range / golf learning center operations may have involved the use of pesticides and herbicides to control and optimize vegetation typical of golf course facilities. No documentation was found confirming the use of pesticides or herbicides on site. (Roux 2019)
- **OEF-5: Pressurized Pipelines.** Based on the National Pipeline Mapping System (NPMS) Public View database, it is possible that two active crude pipelines are located within 50 feet of the site and may cross the southeastern corner of the site but are outside of the building footprint. Two additional petroleum/crude pipelines were identified within 1,000 feet of the site. No indication of a release from any of the pipelines was identified by Roux in the preparation of the Phase I ESA. (Roux 2019)
- **OEF-6: Adjoining Off-Site Railroad Tracks.** According to historical topographic maps, the northeastern adjoining railroad was constructed by 1924. Although the rail is currently used as a Los Angeles Metro passenger rail line, historical topographic maps identified the railroad as a Pacific Electric line in 1924 and later as a Southern Pacific line through 1987. The materials transported along the railroad historically is unknown. Both the presence of these railroad lines and the materials transported along the railroad lines may have potentially impacted the subsurface at the site. Railroad ties have historically been and continue to be treated with copper arsenate, creosote (which contains polycyclic aromatic hydrocarbons, or PAHs), Polychlorinated biphenyls (PCBs), pentachlorophenol (which also contains dioxins), and copper naphthalene. In addition to these chemicals, railway transportation is associated with heavy metals, herbicides, pesticides, volatile organic compounds (VOCs), and petroleum product impacts. No evidence of a likely release associated with the rail lines was identified during the course of the Phase I ESA. (Roux 2019)
- **OEF-7: Adjoining Off-Site Interstate Freeway.** The site is bordered to the south by the I-405 San Diego Freeway, the off-ramp of which adjoins the site. It is not uncommon for near-surface soils at properties in close proximity to freeways that operated in the era of

leaded gasoline to be impacted by aerially deposited lead. No documentation of lead contamination in the area adjoining I-405 was identified during the course of the Phase I ESA. (Roux 2019)

- **OE-8: On-Site and Nearby Transient Activity.** Transient encampments were observed along the adjoining Los Angeles River and according to the site personnel, transient activity was recently observed on the site. Some of the domestic refuse observed on-site may be associated with the reported transient activity. Although not observed during site reconnaissance, used and discarded hypodermic needles are often present in areas with high transient activity. (Roux 2019)
- **OE-9: Unknown Fill material.** According to an interview with a prior owner of the Project Site, soil was imported to fill the onsite oil sumps in or around the 1950s and the fill may have originated from a nearby California Department of Transportation (Caltrans) freeway project. Subsequently, approximately 80,000 cy of sandy soil was imported from dredging operations at the Los Angeles River. Finally, another prior site owner, Steve Sukut, indicated that additional fill material was imported to the site to facilitate grading for the golf learning facility. It is possible that the fill materials may be impacted, particularly with heavy metals or total petroleum hydrocarbons (TPH). (Roux 2019)

### Adjoining Properties

Adjoining properties were identified on several databases searched as part of the August 30, 2019 Phase I ESA.

#### *Oil Operators, Inc. (south) Facility – 712 – 714 West Baker Street*

An Oil Operators, Inc. facility was present on the south side of the I-405 Freeway, approximately 500 feet to the south of the site and is listed on the Cleanup Program Site – Spills, Leaks, Investigations, and Cleanups (CPS-SLIC), ENVIROSTOR, California Hazardous Materials Reporting System (CHMIRS), CERS, SWEEPS UST, CA FID UST, EMI, Historical Underground Storage Tank (HIST UST), Superfund Enterprise Management System (SEMS)-ARCHIVE, and Underground Storage Tank (UST) databases. The CPS-SLIC, ENVIROSTOR, and California Environmental Reporting System (CERS) database listings refer to an open (site assessment) cleanup case. According to the Phase I ESA, it appears that the Oil Operators, Inc. (south) facility was once connected with the Oil Operators operations on the Project Site. Onsite and offsite oilfield related activities have contributed to overall poor regional groundwater quality. The Oil Operators, Inc. (south) facility is considered to be addressed by the former oilfield operations RECs identified previously. (Roux 2019)

#### *Caltrans Long Beach, West LA River #2*

The Caltrans Long Beach, West LA River #2 facility adjoins the site to the north-northwest, across the Los Angeles River. The facility is listed on the Solid Waste Facilities/Landfill Facilities (SWF/LF) and CERS databases. The database listings refer to the facility as a closed solid waste disposal site. Considering the closed operational status and the Los Angeles River intervening between the facility and the site, it is considered unlikely that the former disposal operations at the Caltrans facility would have adversely impacted subsurface conditions at the site. (Roux 2019)

### Site Vicinity

The Phase I ESA identified six sites within one mile of the Project Site where releases of hazardous materials occurred with the potential to affect subsurface conditions at the Project Site, including the BP Pipeline/Arco facility (Golden Avenue), Store for Less facility (1012 West

Carson), Bixby Land Company facility (1101 Wardlow Street), Raytheon Systems Company facility (1500 Hughes Way), Long Beach USD-Board Building facility (1515 Hughes Way), and the South Region High School #4 facility (West Carson Street/Santa Fe Avenue). (Roux 2019)

#### DTSC Acceptance

The DTSC issued an acceptance email regarding the Phase I ESA on December 11, 2019, confirming that the Phase I ESA meets the requirements of eligibility for CLRRRA.

#### ***Final Site Assessment Plan and Report of Findings dated March 13, 2020***

As required by CLRRRA, Roux prepared a Final Site Assessment Plan and Report of Findings (SAP/ROF) in March 2020 for Parcels 1 through 3, which included soil and soil vapor samples; testing; and a human health hazard assessment. (Roux 2020a) As part of the SAP/ROF, prior environmental investigations were reviewed to help characterize the site condition and determine data gaps that might require further investigation. The site has been the subject of several environmental investigations beginning in 1983. A Remedial Investigation (RI) report published by LFR Inc. (LFR) in 2009 provides a detailed description of the historical onsite investigations, which are set forth in detail in the LFR RI, as well as in the March 2020 SAP/ROF. Historical investigations documented that former sump operations resulted in subsurface impacts to soil and soil vapor. Groundwater quality beneath the site is also degraded, but impacts are regional and caused by numerous complex interactions of natural dynamics, including saltwater intrusion, with historical releases related to industrial and oilfield operations in the area. (Roux 2020a). Between 2003 and 2007, LFR advanced nine soil borings to depths of up to 50 feet bgs and collected soil samples from depths between 10 to 50 feet to evaluate the subsurface conditions. In addition, LFR also installed 26 soil vapor probes at depths from 5 to 10 feet bgs and three groundwater monitoring wells. Soil samples were also collected during installation of one of the groundwater monitoring wells from depths between 15 to 35 feet bgs and from shallower depths between 0.5 and 10 feet bgs during soil vapor probe installation. Soil samples collected during the investigations, at depths from 0.5 to 50 feet bgs, were analyzed for one or more of the following analytes: metals, VOCs, SVOCs, total petroleum hydrocarbon chain range (TPH-cc), organochlorine pesticides, and polychlorinated biphenyls (PCBs); and soil vapor samples were analyzed in the laboratory for VOCs and methane (LFR, 2009). (Roux 2019)

Following review of the prior environmental investigations, Roux conducted its own subsurface investigation in 2019 to characterize existing cover soils (upper 5 to 17 feet bgs); confirm whether the site conditions are similar to those documented in the 2009 LFR RI report for soil vapor and groundwater; establish and confirm site contaminants of potential concern (CPOCs) in soil, soil vapor, and groundwater; and locate and identify the known onsite abandoned oil wells. (Roux 2020a)

Roux collected and analyzed 142 soil samples from 41 borings at depths ranging from 0–17 feet bgs and 27 soil vapor samples from 15 locations at depths from 3–10 feet bgs. Three borings were drilled to obtain groundwater samples 60–62 feet bgs, and a sample was obtained from one pre-existing onsite groundwater monitoring well MW-7, the bottom of which was tagged at 60.5 feet bgs. (Roux 2020a)

The extensive soil, soil vapor, and groundwater sampling conducted throughout the historical environmental investigations of the Project Site and Roux's subsurface sampling work in 2019 are graphically depicted in Figure 4 of the Revised Response Plan dated March 12, 2024, which is discussed below. (Roux 2024)



Based on these investigations, the SAP/ROF determined that the Project Site was capped with up to 10 feet of fill prior to the 2000s (the cover soil). The sump materials from the prior oil activities were found in areas ranging from 1 to 17 feet bgs. (Roux 2020a)

The Final Site Assessment Plan made the following conclusions:

- **Existing Sump Materials/Impacted Soil.** Based on the prior investigations and Roux's 2019 subsurface investigation, the sump materials/impacted soils on the Project Site have been delineated, both laterally and vertically, and characterized. COCs identified in the sump materials consist of total petroleum hydrocarbons (TPH), heavy metals, and polynuclear aromatic hydrocarbons (PAHs). Project Site groundwater conditions were identified as degraded from natural and human activities over time, but historic activities on the Project Site are not likely to have been a major cause of groundwater degradation. The site's existing impacted materials do not appear to have significantly affected groundwater quality. (Roux 2020a)
- **Cover Soil.** Cover soils (the approximately top 10 feet of soil on the Project Site) have been adequately characterized and the approximate thickness determined over the site. Based on the cover soil characterization, either lead, arsenic or TPH concentrations in the soil samples exceeded their corresponding screening levels/action levels in 10 localized areas, shown as potential areas of elevated concentrations (AECs). Based on the characterization, the cover soil, excluding the AECs, appears to be environmentally suitable for use during grading and as a future soil cap. (Roux 2020a)
- **Soil Vapor.** Soil vapor has been adequately characterized and current concentrations consistent with and generally lower than those reported in the LFR RI. Elevated concentrations of benzene and methane were detected in soil vapor at nine locations onsite. (Roux 2020a)
- **Groundwater.** Recent groundwater samples indicate that the Project Site's groundwater conditions do not appear to differ significantly from the regional groundwater quality, as the groundwater in the area is degraded from numerous and complex interactions of nature as well as historical man-caused activities that date back numerous decades. As such, the site was likely part of these interactions but does not appear to be the sole or primary cause of groundwater degradation. Based on current and historical groundwater data, the SAP/ROF did not anticipate any active groundwater remediation. (Roux 2020a)
- **Future Risk to Receptors.** The cumulative risk to a future industrial worker or current construction worker is within the acceptable cancer target range. The cumulative risk to a future industrial worker also does not exceed the acceptable non-cancer target risk threshold; however, the cumulative risk to a current construction worker exceeds the non-cancer target threshold. Although the cumulative non-cancer target risk estimates exceeded the target threshold for the construction worker scenario, none of the soil exposure point concentrations (EPCs) associated with individual COPCs exceeded applicable regulatory screening levels. The non-cancer risk estimate was not driven by a single compound, but multiple (thallium, cobalt, and others). Moreover, none of the COPCs associated with historical Site operations (e.g., TPH) contributed significantly to the non-cancer risk estimate. (Roux 2020a)

The SAP/ROF ultimately recommended preparation of a Response Plan that would outline mitigation measures, engineering controls, future OM&M activities and administrative controls to allow for commercial/industrial development of the site. (Roux 2020a)

### DTSC Acceptance

The DTSC issued a letter approving the SAP/ROF on March 12, 2020 and accepting the SAP/ROF conclusions that the site's soils, soil vapor, and cover soils had been adequately delineated and characterized, and that the groundwater conditions have not significantly changed since the prior historical investigations. (DTSC 2020a)

### ***Phase I Environmental Site Assessment (Parcel -025) dated April 20, 2020***

A Phase I ESA was prepared for Parcel 7140-014-025 (Parcel 4) on April 20, 2020 (Roux 2020b). This April 20, 2020 Phase I ESA covers the portion of the Project Site not covered by the August 30, 2019 Phase I ESA. The Project Applicant purchased this portion of the Project Site after conducting the August 30, 2019 Phase I ESA, which is why the evaluation of this parcel was conducted separately. The specified parcel, approximately 0.25 acre in area, is located in the southeast corner of the Project Site. (Roux 2020b)

The Phase I ESA for Parcel 4 identified one REC (REC-1), a nearby offsite historical oil development which was also evaluated in the 2019 Phase I ESA prepared for the other 3 parcels. The Phase I ESA identified several OEFs (OEF-2, OEF-3, OEF-4, OEF-5, OEF-6), identified either on the property or on adjacent parcels and that could affect Parcel 4, which are also consistent with the 2019 Phase I ESA including commercial pesticide and herbicide use, pressurized oil pipelines, adjoining offsite interstate freeway, onsite and nearby transient activity, and unknown fill material. (Roux 2020b)

The regulatory database search conducted as part of the Phase I ESA for Parcel 4 did not identify hazardous materials sites on Parcel 4. Regulatory database listings were identified on adjoining properties (3701 and 4021 North Pacific Place), however, neither property involved any indication of hazardous materials release. (Roux 2020b)

### DTSC Acceptance

The DTSC issued an acceptance email regarding the April 20, 2020 Phase I ESA on April 29, 2020, confirming that the Phase I ESA meets the requirements of eligibility for CLRRA.

### ***Site Assessment Plan and Report of Findings Addendum dated April 10, 2020 (Revised May 18, 2020)***

A Site Assessment Plan and Report of Findings Addendum dated April 10, 2020 (SAP/ROF Addendum) was prepared per the DTSC's request to summarize the historical environmental investigations related to the Parcel 4 and evaluate the results of a subsurface investigation conducted for Parcel 4. The SAP/ROF Addendum was treated as an addendum to the March 13, 2020 SAP/ROF previously discussed. (Roux 2020c)

Roux conducted a limited subsurface investigation in November 2019 to collect soil, soil vapor, and groundwater samples in three borings up to 32 feet bgs. In February 2020, Roux performed a supplemental subsurface investigation, including collecting soil samples from three borings up to 5 feet bgs, to address data gaps identified in the Phase I ESA for Parcel -025. Roux did not encounter groundwater in the borings advanced in this parcel during the subsurface investigations. (Roux 2020c)

Based on a review of prior investigations and Roux's 2019 and 2020 subsurface investigations, the SAP/ROF Addendum made the following conclusions:

- **Sump Materials/Impacted Soil.** Sump materials that were found at the adjacent parcels evaluated in the March 13, 2020 SAP/ROF do not extend onto Parcel -025. (Roux 2020c)
- **Shallow Soils.** Based on shallow soil sampling, arsenic concentrations exceeded screening levels/action levels established in the March 13, 2020 SAP/ROF at two locations. Consistent with the March 13, 2020 SAP/ROF, these locations are considered areas of AECs, and based on the characterization, shallow soils, excluding the AECs, appear to be environmentally suitable for use as a future soil cap for the self-storage development. (Roux 2020c)
- **Soil Vapor.** Current concentrations of methane and VOCs are consistent with historical investigation results for the site as well as the results of the March 13, 2020 SAP/ROF. Methane was not reported above laboratory minimal risk levels (MRLs) at the site and all reported VOC constituents were below screening levels/action levels established in the March 13, 2020 SAP/ROF. (Roux 2020c)
- **Groundwater.** Groundwater was not encountered in the borings placed at the site during the investigations. However, groundwater samples collected as part of recent and historical investigations at 3701 North Pacific Place indicate that groundwater in the vicinity of the site is degraded from natural processes as well as historical oil field related activities that date back decades. (Roux 2020c)
- **Future Risk to Receptors.** The data presented in the SAP/ROF Addendum are not considered to alter the conclusions of the risk evaluation presented in the original SAP/ROF. (Roux 2020c)

The SAP/ROF Addendum recommended inclusion of the site into the 3701 North Pacific Place CLRRRA agreement, and preparation of a Response Plan to outline mitigation measure, engineering controls, future operation and monitoring activities and administrative control for all four site parcels. (Roux 2020c)

#### DTSC Acceptance

The DTSC issued a letter on June 4, 2020 accepting SAP/ROF Addendum and its conclusions and recommendations. (DTSC 2020b)

#### CLRRRA Amendment

The original CLRRRA Agreement was amended to include Parcel 4 and dated June 16, 2020. Under CLRRRA, supervising agencies required agreements must be amended when the site at issues changes. (DTSC 2020c)

#### ***Soil Management Plan, Ambient Air Monitoring Plan, Health and Safety Plan, and Stormwater Pollution Prevention Plan dated August and September 2020***

Given the Project Site's environmental history, the Project Applicant coordinated with the DTSC during the planning and implementation phase of the project.

Prior to developing response actions for the Site and prior to conducting any earth-moving activities onsite, the Project Applicant prepared and submitted to the DTSC a Soil Management Plan (SMP), Ambient Air Monitoring Plan (AAMP), Health and Safety Plan (HASP), and a Stormwater Pollution Prevention Plan (SWPPP). These documents included undertaking a

Surcharge program in late 2020 through early 2021 to determine the type of building foundation that would be most suitable for the proposed development at the Project Site.

A SMP was submitted to the DTSC on August 20, 2020 and subsequently approved on September 21, 2020. The SMP includes guidance concerning the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of potentially impacted soils which may be encountered during future development activities to minimize potential environmental risks. The SMP guides the implementation of both the response actions and earth-moving activities associated with the development. (Roux 2022, Roux 2020d)

An AAMP was submitted to the DTSC and approved on August 17, 2020. The purpose of the AAMP is to demonstrate that emissions related to environmental and remedial activities do not result in potentially unacceptable impacts to off-site populations. Additionally, the real-time monitoring specified in the AAMP will allow field personnel to implement mitigation measures in real time. The AAMP is implemented during both the response actions and earth-moving activities associated with the development. (Roux 2022, Roux 2020e)

A HASP was submitted to the DTSC on August 13, 2020 and subsequently approved by DTSC. The HASP approved by DTSC is provided as an appendix to the SMP which is available in Appendix I-16 (Roux 2020d). The HASP has been developed for the protection of on-Site workers during construction activities and covers all the activities associated with the implementation of the environmental components associated with the proposed Project. (Roux 2020d, Roux 2022)

The Project is anticipated to require in total approximately 18,000 cubic yards of import soil. Of this, approximately 12,000 cubic yards of clean import soil was used for the Surcharge program. The clean soil was obtained from a pre-characterized import soil source in accordance with DTSC's *Information Advisory for Clean Imported Fill Material* (Clean Fill Advisory; California Environmental Protection Agency [Cal/EPA], 2001). An additional 6,000 cubic yards of import soil remain to be imported to the Site. (Roux 2024)

Prior to commencing the Surcharge work, the two AECs identified in the SAP/ROF (SB-8 and SB-22) located within the areas of cut associated with the Surcharge activities were excavated, relocated, and buried onsite in accordance with the approved SMP. (Roux 2024)

A Stormwater Pollution Prevention Plan (SWPPP) was prepared for the Project, dated August 13, 2020 and submitted to LARWQCB. It was revised in May 2022; an updated SWPPP was prepared on January 3, 2024. The SWPPP identified and described the sources of sediment and other pollutants that may affect the quality of storm water discharges; it also analyzes and requires implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm water discharges. In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other structural BMPs were constructed onsite prior to commencing the Surcharge program to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, prior grading work done directs the stormwater to the sediment basins, where it is collected by the sediment basins to ensure that water quality standards set by the Construction General Permit are met.

The SWPPP also set forth when and where water quality sampling must occur to confirm the discharge limits set by the NPDES permit are met and that Project construction activities do not impair or contribute to impairment of the beneficial uses of surface waters. Because the Surcharge pile remains onsite, the BMPs were required to be maintained and currently remain in place, and the non-structural BMPs, water quality monitoring, and other measures required by the SWPPP have continued to be implemented. (Truxaw 2022, Incompli 2024)

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### **Response Plan dated March 10, 2021**

Based on the SAP/ROF and SAP/ROF Addendum and in coordination with DTSC, a Response Plan (Original RP) for the project<sup>2</sup> was prepared and submitted to DTSC on March 10, 2021 (Roux 2021) to satisfy the requirements under CLRRRA. The Original RP presents a detailed narrative of the Project Site background and existing environmental conditions, and identifies the appropriate response actions for the Project Site that are protective of human health and the environment during and post-development. (Roux 2021)

Based on the planned use of the site and the results of the Screening Level Human Health Risk Evaluation, remedial action objectives (RAOs) were developed specific to various media identified as potentially posing unacceptable risk to the future Project Site occupants, construction workers, and off-Site receptors. The Original RP developed RAOs for onsite soils, soil vapor, and groundwater to guide remedial activities at the Project Site and to act as a framework for measuring key milestones. (Roux 2021)

The Original RP proposed response actions to be included in the Project, which collectively meet the defined RAOs and minimize potential risk of exposure to future on- and off-site receptors. DTSC determined that implementation of the response actions would result in a development project that is protective of human health and the environment during construction and post-development. (Roux 2021)

### **Public Review of Response Plan and DTSC Responses to Public Comments**

DTSC published the draft RP for public review and comment from November 16, 2020 to January 7, 2021. On December 2, 2020, DTSC conducted a virtual community meeting on the proposed draft RP. DTSC also formally responded to nearly 200 comments received on the draft RP in the form of emails, letters, and written and verbal comments received at the Community Meeting. DTSC's responses are set forth in the *Master Response, Draft Response Plan, Long Beach Industrial Park* dated April 6, 2021. (DTSC 2021a)

### **DTSC Acceptance**

The DTSC approved the Final Original RP on September 23, 2021 and issued a Notice of Determination that the MND adequately analyzed the potential impacts of the Project Site's remediation. (DTSC 2021b) DTSC determined it would revise and recirculate the Response Plan to incorporate new relevant information pertaining to changes from the Prior Project and from the EIR.

### **Court Order**

In response to the Court's October 19, 2022 judgment (Los Angeles Superior Court Case No. 21STCP01537), setting aside the MND, and the City's subsequent rescission of the Prior Project entitlements in compliance with the judgment, DTSC withdrew project approval and notified the State Clearinghouse on August 15, 2023, that approval of the Notice of Determination dated September 23, 2021, had been withdrawn. This notification letter is posted on the State Clearinghouse website. DTSC determined it would revise and recirculate the Response Plan to incorporate new relevant information pertaining to changes from the Prior Project and from the EIR.

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<sup>2</sup> The Project at the time the 2021 RP was prepared was the Prior Project identified in the MND for the Artesia Parcels. As explained in DEIR Section 2 (Introduction), there is no substantive difference between the Prior Project and the Project for purposes of the RP.

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**Remedial Design and Implementation Plan (RDIP) dated October 13, 2021 (Revised December 3, 2021 and January 11, 2022)**

A Response Plan is implemented through a RDIP, which sets forth the technical designs for the response actions required by the Response Plan. Prior to the issuance of the Court Ruling, a draft RDIP was prepared and submitted to DTSC on October 13, 2021, to implement the Original RP. The RDIP was subsequently updated and the current version, dated January 11, 2022 (Roux 2022), was prepared to present the design and implementation for environmental components related to the seven response actions described in the Original RP for the planned project. The RDIP was prepared setting forth the technical engineering details for the design and implementation for response actions described in the Original RP for the Prior Project, and include implementation of management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, requirement of methane/soil gas mitigation for under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps. (Roux 2022)

**DTSC Acceptance**

The DTSC approved the RDIP dated January 13, 2022. (DTSC 2022) However, a new RDIP will be required based on the Revised Response Plan submitted for the new Project.

**Revised Response Plan dated March 12, 2024**

As discussed previously, DTSC withdrew the Notice of Determination pertaining to the Original RP. Following the City's issuance of the Notice of Preparation indicating that the City intended to prepare an EIR in accordance with the Court Ruling, DTSC issued a Community Survey questionnaire in August 2023 and a Community Profile in October 2023 to solicit public input for a revised RP and provide the community information about the process. On March 13, 2024, the Project Applicant submitted a revised Draft RP dated March 12, 2024 (Revised RP), which is under DTSC review. Because the Project is not substantially different from the Prior Project<sup>3</sup>, the Revised RP is substantially similar to the Original RP approved by DTSC on September 23, 2021. Technical edits were made to reflect minor differences between the Project and Prior Project, the occurrence of the Surcharge activities in late 2020 through early 2021 (including relocating onsite two of the AECs in accordance with DTSC procedures prior to commencing the Surcharge work), and to include additional details of the response actions previously proposed in the RDIP, none of which change the recommended response actions or condition of the Project Site for purposes of the remediation. Similar to the Original RP, the Revised RP identifies response actions to address the identified environmental conditions on the Project Site, such that they met the defined RAOs and minimize potential risk of exposure to future on- and off-Site receptors. The RP actions include:

1. Management of Soils in Areas of Elevated Concentrations (AECs).
2. Construction of an Engineered Cap.
3. Methane/Soil Gas Mitigation Measures.
4. Installation of Groundwater Monitoring Wells.
5. Installation of Perimeter Soil Vapor Probes.

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<sup>3</sup> The Prior Project in this context is meant only to refer to the Prior Project as it relates to the Artesia Parcels in the MND. As previously discussed, the McDonald Parcels are no longer part of the Project and so are not considered part of the Prior Project for purposes of this discussion.

6. Institutional Controls- Land Use Covenant.
7. Operations and Maintenance & Monitoring Plan. (Roux 2024)

### **Fire Hazards**

The Project Site is not located in a Fire Hazard Severity Zone in a State Responsibility Area (SRA) (CalFire 2024) or a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area (LRA). (CalFire 2011)

## **B. Regulatory Framework**

### **Federal**

#### ***Environmental Protection Agency***

The United States Environmental Protection Agency (USEPA) is a federal agency tasked with implementing certain federal regulations. With respect to hazardous materials, these include the generation, transportation, treatment, storage, and disposal of hazardous waste under the Resource Conservation and Recovery Act (RCRA) and Toxic Substances Control Act (TSCA), as discussed below. These laws impose “cradle-to-grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. The USEPA is also responsible for the Accidental Release Prevention Program and Emergency Planning and Community Right-to-Know Act. (EPA 2023)

#### **Resource Conservation and Recovery Act**

The RCRA (42 United States Code [USC] Section 6901) is the public law that creates the framework for the proper management of hazardous and non-hazardous solid waste. The law describes the waste management program mandated by Congress that gave USEPA authority to develop the RCRA program. The term RCRA is often used interchangeably to refer to the law, regulations, and USEPA policy and guidance. Under RCRA, the USEPA established a comprehensive regulatory program to ensure that hazardous waste is managed safely from “cradle to grave,” meaning from 1) the time it is created; 2) while it is transported, treated, and stored; and 3) until it is disposed. (Cornell 2024a)

#### **Toxic Substances Control Act**

The TSCA of 1976 (15 USC Section 2601) gives the USEPA the ability to track 75,000 industrial chemicals currently produced in or imported into the United States. The USEPA repeatedly screens these chemicals and requires reporting or testing of those that may pose an environmental or human health hazard. The USEPA also has the ability to ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks thousands of new chemicals that are developed each year with either unknown or dangerous characteristics. The production, importation, use, and disposal of these toxic substances is regulated by the USEPA, as necessary, to protect human health and the environment. For example, the USEPA prohibited the use of PCBs in the majority of new electrical equipment starting in 1979 and phased out a majority of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment is regulated by the provisions set forth in the TSCA. (Cornell 2024b)

#### ***Accidental Release Prevention Program***

Title 40, Part 68, of the CFR is the federal Accidental Release Prevention Program that lists regulated toxic and flammable substances and sets requirements concerning the prevention of

accidental releases. It sets threshold quantities of regulated substances at which owners or operators of a stationary source are required to prepare Risk Management Plans. These Risk Management Plans must contain an assessment of the risks for accidental release, prevention measures, emergency response procedures, employee training, record keeping, and incident investigations. (Cornell 2024c)

### ***Emergency Planning and Community Right-To-Know Act***

The Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 (42 USC Section 11001, *et seq.*) was created to help communities plan for chemical emergencies. It requires facilities to report on the storage, use, and releases of hazardous substances to federal, state, and local governments. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. (Cornell 2024d)

## **State**

### ***California Health and Safety Code***

“Hazardous waste” is any hazardous material that is abandoned, discarded or recycled, as defined by Sections 25117 and 25124 of the California Health and Safety Code (HSC). In addition, hazardous waste may occasionally be generated by actions that change the composition of previously nonhazardous materials. The criteria used to characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. (CDTFA 2024a, CDTFA 2024b)

### ***California Occupational Safety and Health Administration***

The California Occupational Safety and Health Administration (CalOSHA) is responsible for enforcing State health and safety standards and implementing federal OSHA regulations. CalOSHA has regulations to protect worker safety during potential exposure to lead and asbestos under Title 8 of the California Code of Regulations (CCR) Section 1529, Asbestos and Section 1532.1, Lead. Asbestos is regulated as a potential worker safety hazard under the authority of the CalOSHA. These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. Demolition that could result in the release of asbestos and lead must be conducted according to CalOSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other hazards associated with exposure to these materials. Young children, the elderly, and people in poor health may be more susceptible to adverse health effects from exposure to asbestos released to the environment. (DIR 2024a, DIR 2024b, DIR 2024c)



### **California Hazardous Waste Control Act**

The California Hazardous Waste Control Act (HWCA), California Health and Safety Code (see Division 20, Chapter 6.5, Article 2, Section 25100, *et seq.*), authorizes the California State DTSC and local Certified Unified Program Agencies (CUPA) to regulate facilities that generate or treat hazardous waste. The HWCA authorizes CUPAs to perform the following actions:

- Conduct inspections of any factory, plant, construction site, waste disposal site, transfer station, establishment, or any other place or environment where hazardous wastes are stored, handled, processed, disposed of, or being treated to recover resources;
- Maintain records of compliance with the HWCA;
- Require hazardous waste generators as provided herein, to pay inspection and administration fees to cover the costs of administering the provisions in this Act. Fees may include but shall not be limited to the costs of inspection, document development and processing, recordkeeping, enforcement activities, and informational materials development and distribution;
- Issue authorization for on-site treatment of hazardous waste to persons eligible to operate pursuant to permit-by-rule, conditional authorization, or conditional exemption; and
- Enforce against violations of the HWCA. (CDTFA 2024c)

The City of Long Beach serves as the local CUPA for the City and the Project Site.

### **California Accidental Release Prevention Program**

The California Accidental Release Prevention Program (CCR, Title 19, Division 2) merged the Federal Accidental Release Prevention Program and California Risk Management and Prevention Program to eliminate the need for two separate programs addressing the prevention of accidental releases of regulated toxic and flammable substances. Businesses using regulated substances exceeding a threshold quantity are evaluated under this program to determine the potential for and impacts of accidental releases. Depending on the potential hazards, business owners may be required to develop and submit a Risk Management Plan. (Cornell 2024e)

### **California Green Building Standards Code**

The 2022 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for retail, office, public schools and hospitals) throughout California) (CALGreen 2024). The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. (CALGreen 2024)

### **California Environmental Protection Agency**

The California Environmental Protection Agency (CalEPA) was formed in 1991 as the State's primary environmental authority. CalEPA has a mission to ensure public health, environmental quality, and economic vitality while working to restore, protect, and enhance the environment. CalEPA oversees several state agencies, including these agencies that handle hazardous

materials: Air Resources Board (asbestos) and the Department of Toxic Substances Control (lead). (CalEPA 2024, DIR 2024a)

### ***California Land Use Revitalization Act of 2004***

The CLRRRA of 2004 aims to encourage cleanup and redevelopment of polluted urban sites by providing certain benefits, such as legal immunities to damages and response claims, to qualifying buyers of property who agree to take the steps required by DTSC to remediate their property. CLRRRA is codified within the California Health & Safety Code at Sections 25395.60 *et seq.* DTSC is one of three agencies that can supervise a project under CLRRRA. CLRRRA requires a specific set of procedural steps for a property owner to qualify for CLRRRA's benefits, including but not limited to a site assessment plan characterizing hazardous materials at the property, a report of findings to determine if a response action is needed, and if so, a response plan proposing actions necessary to prevent or eliminate any unreasonable risk posed the property's condition (Health & Saf. Code, §§ 25395.94, 25395.95, 25395.96). (Justia 2024b)

### ***California Department of Transportation/California Highway Patrol***

Hazardous materials are routinely transported in the region by truck or rail. The U.S. Department of Transportation (USDOT), Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as outlined in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations. Transportation of hazardous materials along any city or state roadways within or near the Project Site is also subject to all hazardous materials transportation regulations established by the California Highway Patrol pursuant to the California Vehicle Code. In addition, universal waste handlers are subject to Title 22 of the CCR (Section 66273.30 through Section 66273.39 and Section 66273.70 through Section 66273.77), which identify standards for hazardous waste handlers and authorization requirements for universal waste handlers who treat hazardous wastes. (Casetext 2024a)

### ***California Department of Public Health***

The California Department of Public Health (CDPH) has a primary mission to protect the public's health. By statutory definition, biohazardous materials include biohazardous laboratory wastes and biologic specimens such as human or animal tissue, as defined by Section 117635 of the California Health and Safety Code. Biohazardous medical waste is generally regulated in the same manner as hazardous waste, except that special provisions apply to storage, disinfection, containment, and transportation. The Medical Waste Management Program of CDPH enforces the Medical Waste Management Act and regulations related to environmental health and laboratory services. (Justia 2024a)

## **Regional**

### ***South Coast Air Quality Management District***

In the South Coast Air Basin (SoCAB), the SCAQMD is the agency responsible for protecting public health and welfare through the administration of federal and State air quality laws, regulations, and policies. Included in the SCAQMD's tasks are the monitoring of air pollution, the preparation of the AQMP for the SoCAB, and the promulgation of rules and regulations.

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## South Coast Air Quality Management District Rules

The Project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust and criteria pollutant emissions. The following rules are most relevant to the potential impact of the Project from hazards and hazardous materials.

**SCAQMD Rule 1166** establishes requirements to control the emission of Volatile Organic Compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. This rule requires that an approved mitigation plan be obtained from SCAQMD prior to excavation of materials containing VOCs, handling or storage of VOC-contaminated soil, or treatment of VOC-contaminated soil.

**SCAQMD Rule 1466** was established to minimize the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities, including from the removal of soil that contains applicable toxic air contaminants. This rule mandates ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements.

Additional SCAQMD Rules applicable to the Project are discussed in detail in Section 4.2, Air Quality.

## Local

### ***Long Beach Emergency Operations Plan***

The City of Long Beach Emergency Operations Plan (EOP) addresses the planned response by the City to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The plan was designed to be flexible enough to be used in all emergencies as well as facilitating response and short-term recovery activities. The EOP was developed to include the City as part of the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The purpose of the EOP is to guide the mitigation, response, and recovery efforts of the City of Long Beach before, during and after an emergency. Under the EOP, the Emergency Planning Team provides dedicated staff responsible for managing the City's Emergency Operations Center (EOC), which include personnel from City departments (e.g., Long Beach Fire Department and Long Beach Police Department), supporting allied agencies and community organizations that have been assigned primary functions or responsibilities within the EOP. (City of Long Beach 2015)

### ***Long Beach Hazard Mitigation Plan***

In 2023, the City Department of Disaster Preparedness and Emergency Communications adopted the 2023 Natural Hazard Mitigation Plan in response to Disaster Mitigation Act of 2000, which requires state and local governments to prepare Mitigation Plans to document their Mitigation Planning process, and identify hazards, potential losses, mitigation needs, goals, and strategies. The Disaster Mitigation Act of 2000 is intended to facilitate cooperation between state and local governments in pre-disaster planning and promotes sustainability in hazard mitigation. Through collaboration, mitigation needs can be identified before disasters strike, resulting in faster allocation of resources and more effective risk reduction projects. The City's Plan includes a hazard assessment, goals and objectives, and mitigation strategies for hazards, including earthquake, severe weather, flood, dam-failure, tsunamis, climate change, drought, and hazard of interest. (City of Long Beach 2023)

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## **City of Long Beach General Plan**

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design. (City of Long Beach 2024)

### **Public Safety Element**

The City of Long Beach Public Safety Element was adopted in 1975. The Public Safety Element contains goals and policies related to fire protection, law enforcement, schools, water, sewer, and storm drain systems as well as other utilities and services, disaster operations, and risk management. This element provides guidance for provision of new and expanded public facilities to support the continued growth of the City, as well as recommendations for both immediate and advance planning actions. Table 4.10-1 of Section 4.10, Land Use and Planning, provides public services and safety related goals and policies of the Public Safety Element that are relevant to the Project and a project consistency analysis.

### **Seismic Safety Element**

The City of Long Beach Seismic Safety Element was adopted in October 1988. The Seismic Safety Element provides a comprehensive analysis of seismic factors so as to reduce loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. To achieve maximum feasible safety from seismic risk, the Element focuses upon developmental policies as well as the allocation of future land uses. Table 4.10-1 of Section 4.10, Land Use and Planning, provides public services and safety related goals and policies of the Seismic Safety Element that are relevant to the Project and a project consistency analysis.

## **Long Beach Municipal Code**

The following sections in Title 8 (Health and Safety) of the Long Beach Municipal Code address hazards, including:

- Chapter 8.27 (Community Lead Hazard Control/Abatement). This Chapter deals with the removal of lead hazards from any dwelling, dwelling unit, hotel, motel, guest room, child care facility, institution, yard, soil, or any premises or areas inhabited or frequented by children. In accordance with this Chapter, the property owner or responsible party shall be responsible for the removal or the control of any lead hazard. The extent of the removal or the control of the lead hazard shall be determined by the City Health Officer or his/her representative and completed in accordance with approved State or Federal methods.
- Chapter 8.86 (Hazardous Materials Release Response Plans and Inventory): This Chapter details the administration of Hazardous Materials Release Response Plans and Inventory, and delegates the Long Beach/Signal Hill CUPA as the administering agency for enforcement and regulation. This Chapter also grants authority to the Long Beach/Signal Hill CUPA to collect fees for violations related to Hazardous Materials Release Response Plans and Inventory.
- Chapter 8.87 (Hazardous Waste Control): This Chapter designates the Long Beach CUPA as the administering agency for enforcement and regulation of hazardous waste. This Chapter also grants authority to the Long Beach CUPA to collect fees for violations related to Hazardous Waste Control.

- Chapter 8.88 (Hazardous Materials – Cleanup). This Chapter requires compliance with the hazardous waste control laws and implementation of proper cleanup methods and procedures for spills of hazardous materials. When a hazardous material spill has occurred, the spill is characterized and the property owner, applicant or other responsible party shall clean up the spill by complying with the remediation requirements of this Chapter.
- Chapter 18.78 (Construction in the Vicinity of Abandoned Oil Wells). This Chapter requires that all construction activities on a privately-owned parcel containing an abandoned oil/gas well or wells shall meet requirements set forth in the Chapter, including but not limited to well safety evaluation, well abandonment, long-term safety evaluation, above-well head mitigation, leak testing, installation of equipment, site clean-up, methane mitigation, exposure period, post construction protocols, and site restoration.
- Chapter 18.79 (Methane Gas Mitigation). This Chapter sets forth minimum requirements for the control of methane gas intrusion emanating from geologic formations. This Chapter governs methane gas mitigation systems for all buildings and structures by requiring methane gas system submittal documents for any project with a methane gas mitigation system; requiring methane gas mitigation inspection and plans examination fees; and requiring methane gas mitigation inspections for any project with a methane gas mitigation system.

### 4.8.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant impact related to hazards an hazardous materials if it would:

- |                       |  |
|-----------------------|--|
| <b>Threshold 4.8a</b> | <b><i>Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i></b>   |
| <b>Threshold 4.8b</b> | <b><i>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?</i></b>   |
| <b>Threshold 4.8c</b> | <b><i>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?</i></b>   |
| <b>Threshold 4.8d</b> | <b><i>Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i></b>                                    |
| <b>Threshold 4.8e</b> | <b><i>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?</i></b> |

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**Threshold 4.8f**      ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Threshold 4.8g**      ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

## **B. Methodology**

This Section evaluates the potential hazards and hazardous materials impacts related to the physical development of the proposed Project. The impacts analysis in this Section is based on the environmental investigations outlined previously. The investigations were conducted and the technical studies prepared to provide an overall general assessment of the Project Site, characterize the Project Site's historic uses specifically related to hazardous materials, identify existing or remaining hazardous materials and conditions, define appropriate remediation, and document the proposed response plan.

## **C. Standard Requirements**

The following standard requirements are applicable to the Project.

**SR HAZ-1**      All construction activities shall be performed in compliance with all CalOSHA standards (California Code of Regulations, Title 8) to protect worker health and safety.

**SR HAZ-2**      Activities at the Project Site shall comply with existing federal, State, and local regulations regarding hazardous material use, storage, disposal, and transport. All on-site generated waste that meets hazardous waste criteria shall be stored, manifested, transported, and disposed of in accordance with the California Code of Regulations (Title 22) and in a manner to the satisfaction of the local Certified Unified Program Agency (CUPA), as applicable.

All transport and transfer of hazardous materials shall be performed by a licensed hazardous waste hauler in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under Title 49 (Hazardous Materials Transportation Act) and Title 40, Section 263 (Subtitle C of the Resource Conservation and Recovery Act) of the Code of Federal Regulations; California Department of Transportation (Caltrans) standards; and Division of Occupational Safety and Healthy (Cal/OSHA) standards.

## **D. Impact Analysis**

**Threshold 4.8a**      ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

The potential for the Project to create a significant hazard to the public or environment through the routine transport, use, and disposal of hazardous materials is evaluated below for Project construction and operation.

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## Construction

The Project does not involve any export of soil from the Project Site, including any of the Project Site's impacted materials (the sump materials and AECs). The sump materials are not anticipated to be encountered during the majority of the development of the Project due to their depth and the proposed grading plan. (Roux 2022) Sump materials are only anticipated to be potentially encountered and excavated during construction of the stormwater detention systems, utilities, manholes and stormwater tie-ins. (Roux 2022) There are also 12 AECs at the Project Site within the existing cover soil, as shown on Exhibit 4.8-1, Location of Areas of Elevated Concentrations. (Roux 2020a) The Revised RP requires that, once the development grading plan is finalized and areas of cut and fill determined, AECs and sump materials may either be buried in place onsite (in areas of fill) or excavated and reconsolidated elsewhere onsite (in areas of cut) beneath the engineered cap in consultation with DTSC. Movement of impacted materials onsite from two AECs was conducted for the Surcharge Activities in accordance with the DTSC-approved SMP, the creation and implementation of which was required by the Original RP. Future Project construction activities that encounter AECs and sump materials would be conducted in accordance with a SMP and an Excavation Management Plan (EMP), both of which are required by the Revised RP. (Roux 2024, Roux 2022) The SMP sets required procedures for the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of potentially impacted soils which may be encountered during development activities to minimize potential environmental risks. The EMP, which is an appendix to the Revised RP, was developed in general accordance with the SCAQMD Rule 1150, per DTSC request, even though SCAQMD determined that Rule 1150 does not apply to the Project or Project Site. (Roux 2024) The EMP is to be implemented during construction activities that disturb specifically sump materials. The EMP sets required procedures for proper monitoring, handling, segregation, and relocation and reconsolidation of sump materials to protect onsite workers and offsite receptors. (Roux 2024) Prior to commencing the Surcharge Activities, the two AECs identified in the SAP/ROF (SB-8 and SB-22) located within the areas of the Surcharge Activities were excavated, relocated, and buried onsite in accordance with the SMP dated August 20, 2020. (Roux 2024) The remaining AECs, and additional AECs identified during Project development, if any, would also be delineated and managed in the manner required by the SMP. Similarly, if sump materials are encountered during Project Site development, they would be managed onsite in accordance with the SMP and EMP. (Roux 2022, Roux 2024) Therefore, the Project has the potential to result in a significant impact related to creation of a significant hazard to the public or environment through the routine transport, use, and disposal of hazardous materials during Project construction, resulting in a potentially significant impact without the implementation of the aforementioned plans and procedures.

Project construction activities would also involve the use and handling of common hazardous materials, such as gasoline, oil, hydraulic fluid, diesel fuel, or other liquids associated with the operation and maintenance of construction equipment. The onsite temporary handling, storage, and usage of these materials would be subject to applicable local, State, and/or federal regulations, including Best Management Practices (BMPs) required by the City and CalOSHA requirements, as specified in **SR HAZ-1**. Any hazardous materials used or encountered during construction would be transported, used, stored, and disposed of according to applicable local, State, and/or federal regulations, as specified in **SR HAZ-2**. The Project would be required to comply with these standard requirements; therefore, construction impacts related to the transport, use or disposal of these materials would be less than significant.





Source: LFR

## Location of Areas of Elevated Concentrations

## Exhibit 4.8-1

Pacific Place Project



Map not to scale

PSOMAS



## **Operation**

The proposed storage uses would restrict storage and transport of hazardous materials with the exception of common materials associated with vehicles and vehicle maintenance (i.e., fuel and oil). Further, all onsite workers would be trained on containment and cleanup of small spills of hazardous materials that might be encountered in the operation of a self-storage and RV storage site, such as gasoline or oil from vehicles, pursuant to State guidelines contained in the Cal/OSHA Title 8 regulations. Additionally, in the event of a hazardous materials release of amount and/or toxicity that workers could not safely contain and clean up, the site operator or manager would contact Long Beach Environmental Health, the CUPA for the City of Long Beach, immediately.

The proposed engineered cap to be implemented through the Revised RP as part of the long-term operations would provide a physical barrier to known hazardous materials historically existing on the Project Site, which would mean that these materials will not be transported, used, or disposed of during Project operations. Per the long-term OM&M Plan that will be prepared and submitted to DTSC for review and approval as part of the implementing of the Revised RP, this cap would be inspected on a routine basis, including after any major seismic activity, to ensure that it has maintained its integrity and to repair any damages that may have occurred. This engineered cap would be designed and built to current applicable Building Code and other requirements to meet seismic safety standards which will enable the cap to withstand seismic activity within the fault zone identified for this area. (Roux 2024)

Therefore, development of the proposed Project would not cause significant hazards through the transport, use or disposal of hazardous materials during Project operations, and impacts would be less than significant.

## **Mitigation Measures**

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

## **Level of Significance After Mitigation**

AECs and Sump Materials During Construction: Implementation of the Revised RP, including creation of the SMP and EMP, would be required pursuant to **MM HAZ-1**, which would reduce potential impacts related to the routine transport, use, and disposal of hazardous materials during Project construction to a less than significant level by setting, in coordination with DTSC, procedures for the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of AECs and sump materials that might be encountered during construction. Common Hazardous Materials During Construction: A less than significant impact would occur and therefore no mitigation is required.

Operation: A less than significant impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in less than significant impacts with mitigation incorporated. This impact would be the same when compared with the impact analyses in the MND.

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**Threshold 4.8b**      ***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?***

As previously stated, the Project Site was occupied by Oil Operators by 1926, where oil brine was pumped to sumps on the facility and water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. Following evaporation, the remaining sludge was left in the sumps or dumped elsewhere. Additionally, six oil wells (five of them active) were located on the Project Site from the 1940s through 1964, and they were abandoned between 1981 and 2014. In the 1970s, a partial cleanup/treatment of the Project Site was conducted. The partial cleanup included removal, treatment, and replacement of a portion of the sump materials. In the late 1980s, approximately 80,000 cubic yards of sandy soil were imported to the Project Site reportedly from nearby Los Angeles River dredging activities, which was spread throughout the Site at a reported thickness of between two and eight feet and completely covered the oily sludge. Due to these hazardous historical uses on-site, the Project Site has undergone a series of subsurface investigations, remedial investigations, feasibility studies, and additional studies, as outlined further in the 2019 Phase I ESA and SAP/ROF. (Roux 2019)

Based on the 2019 Phase I ESA for Parcels 1 through 3 (Roux 2019) and the 2020 Phase I ESA for Parcel 4 (Roux 2020b), a number of RECs were determined to exist on-site, including former oil sumps, former oil wells, and nearby offsite historical oil development, as described in further detail above.

Subsequently, the SAP/ROF for Parcels 1 through 3 (Roux 2020a) and the SAP/ROF Addendum for Parcel 4 (Roux 2020c) were prepared and included soil, soil vapor samples, and groundwater testing and a human health hazard assessment. Ultimately, the SAP/ROF and SAP/ROF Addendum concluded:

- **Existing Sump Materials/Impacted Soil.** The sump materials/impacted soils on the Project Site have been delineated, both laterally and vertically, and characterized. Project Site groundwater conditions were identified as degraded from natural and human activities over time, but historic activities on the Project Site are not likely to have been a major cause of groundwater degradation. The site's existing impacted materials do not appear to have significantly affected groundwater quality.
- **Cover Soil.** Cover soils have been adequately characterized and the approximate thickness determined over the site. Based on the cover soil characterization, lead, arsenic and TPH concentrations in the soil samples exceeded their corresponding screening levels/action levels in 12 localized areas, shown as potential AECs. Based on the characterization, the cover soil, excluding the AECs, appears to be environmentally suitable to use during grading and as a future soil cap.
- **Soil Vapor.** Soil vapor has been adequately characterized and current concentrations consistent with and generally lower than those reported in the LFR RI. Elevated concentrations of benzene and methane were detected in soil vapor at nine locations onsite.
- **Groundwater.** Recent groundwater samples indicate that the Project Site's groundwater conditions do not appear to differ significantly from the regional groundwater quality, as the groundwater in the area is degraded from numerous and complex interactions of nature as well as historical man-caused activities that date back numerous decades. As such, the site was likely part of these interactions but does not appear to be the sole or

primary cause of groundwater degradation. Based on current and historical groundwater data, the SAP/ROF did not anticipate any active groundwater remediation.

- **Future Risk to Receptors.** The cumulative risk to a future industrial worker or current construction worker is within the acceptable cancer target range. The cumulative risk to a future industrial worker also does not exceed the acceptable non-cancer target risk threshold; however, the cumulative risk to a current construction worker exceeds the non-cancer target threshold. Although the non-cancer target risk estimates exceeded the target threshold for the construction worker scenario, none of the soil EPCs associated with individual COPCs exceeded applicable regulatory screening levels. The non-cancer risk estimate was not driven by a single compound, but multiple (thallium, cobalt, and others). Moreover, none of the COPCs associated with historical Site operations (e.g., TPH) contributed significantly to the non-cancer risk estimate. (Roux 2020a, Roux 2020c)

In light of the RECs and AECs identified onsite, the SAP/ROF and SAP/ROF Addendum recommended preparation and implementation of a Response Plan to ensure that the Project Site can be safely utilized for the Project. Accordingly, construction and operation of the Project would have the potential to result in a significant impact related to the creation of 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, absent implementation of the recommended response plan.

### **Surcharge Activities**

Because part of the Project occurred from August 2020 to January 2021 (the Surcharge Activities), the discussion below evaluates the procedures that were implemented during the Surcharge Activities to address hazards that could have occurred to people or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Project is anticipated to require in total approximately 18,000 cubic yards of import soil. Of this, approximately 12,000 cubic yards of clean import soil was used for the Surcharge Activities. The clean soil was obtained from a pre-characterized import soil source in accordance with the SMP and DTSC's *Information Advisory for Clean Imported Fill Material* (Clean Fill Advisory; California Environmental Protection Agency [Cal/EPA], 2001). (Roux 2024) An additional 6,000 cubic yards of DTSC-approved clean import soil would be imported in the future during proposed development grading activities. (Roux 2024, Roux 2020a)

Prior to commencing the Surcharge Activities, the two AECs identified in the SAP/ROF (SB-8 and SB-22) located within the areas of the Surcharge Activities were excavated, relocated, and buried onsite in accordance with the approved SMP and AAMP, which were required by the Original RP to be prepared and implemented. (Roux 2024, Roux 2020d, Roux 2020e) The SAP/ROF and SAP/ROF Addendum determined that, aside from the two AECs which were moved and secured prior to commencing the Surcharge Activities, the existing onsite cover soils used, including that used for the Surcharge Activities, was characterized and environmentally suitable for grading associated with the Project. (Roux 2020a, Roux 2020e)

Prior to commencing the Surcharge Activities, the Applicant notified the South Coast Air Quality Management District (SCAQMD) about upcoming earthmoving activities. The Applicant also prepared a Notice of Intent and SWPPP in accordance with the California Construction General Permit, which were submitted to and approved by the Los Angeles Regional Water Quality Control (LARWQCB) and are available online in the LARWQCB's Storm Water Multiple Application & Reporting System (SMARTS) system (Waste Discharge Identification [WDID] number 4 19C391158). In August 2020, DTSC informed the surrounding community of the field work related to the Surcharge Activities through community mailers and a work notice, available

to the public on DTSC's online repository, ENVIROSTOR. As required by the AAMP, the Applicant performed baseline air monitoring in August 2020 to determine baseline conditions for PM10, meteorological conditions, noise, VOCs, methane, hydrogen sulfide, odor, and metals (arsenic and lead). (Roux 2020e)

Per the AAMP, the Applicant performed baseline air monitoring in August 2020 and began mobilizing for the earth-moving activities. The earth-moving activities associated with the Surcharge Activities were then conducted from September 2020 to January 2021. All earth-moving activities associated with the Surcharge Activities were conducted in accordance with SCAQMD requirements and the SWPPP, and pursuant to the site-specific SMP, AAMP, and HASP, which DTSC reviewed, commented on, and approved prior to commencing the Surcharge Activities and posted on ENVIROSTOR. (Roux 2020e)

Per the AAMP, the Project Applicant's consultants conducted real time monitoring of volatile organic compound (VOC), methane, and hydrogen sulfide emissions from soil (per SCAQMD Rule 1166), fugitive dust – PM10 (Per SCAQMD 401, 402, 403, and 1466), and air (per the Site's AAMP), and conducted discrete air sampling for metals and VOCs (per the Site's AAMP) during the Surcharge Activities. Generally, SCAQMD Rule 403 prohibits net PM10 (dust) levels from exceeding 50 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) between the upwind and downwind areas of the site. As requested by DTSC, a more stringent threshold of 25  $\mu\text{g}/\text{m}^3$  (SCAQMD Rule 1466) was adhered to during Surcharge Activities. Air monitoring was conducted in real time during the Surcharge Activities using three monitoring stations along the Project Site perimeter in the approximate locations shown on Figure 4 in the AAMP. Two of the monitoring stations were located along the northern and eastern boundaries between the work activities and the residences and elementary school across the railway tracks. The Applicant also coordinated with SCAQMD throughout the earthwork activities, and dust suppression measures were implemented pursuant to SCAQMD requirements and the site-specific AAMP and SMP. The AAMP required that, if the air monitoring showed results exceeding the levels set by the AAMP, specified actions must be taken, such as ceasing the activity and implementing other measures until levels dropped back below the applicable threshold. (Roux 2020e)

The SMP included procedures for handling of AECs and sump materials if encountered onsite; operational controls for dust suppression during soil movement, including use of water or soil binders, speed limits, and limits on operating when wind speed exceeds designated levels; and contingency measures in the event dust is observed leaving the site during soil moving activities. (Roux 2020d)

Though the Surcharge Activities have already occurred, the SMP and AAMP implemented during the Surcharge Activities (which were reviewed, commented on and approved by DTSC prior to commencing the Surcharge Activities) are the same SMP and AAMP that are now part of the Revised RP, which are all part of **MM HAZ-1**. Accordingly, applicable portions of MM HAZ-1 were implemented during the Surcharge Activities.

In addition, before commencing the Surcharge Activities, as required by the Construction General Permit and the Project's SMP, the Applicant prepared and submitted to the SWRCB a Notice of Intent and SWPPP, which was approved by the SWRCB and is available online in the SWRCB's SMARTS system (Waste Discharge Identification [WDID] number 4 19C391158). The SWPPP was designed to address site-specific conditions related to Project construction. The SWPPP identified and described the sources of sediment and other pollutants that may affect the quality of storm water discharges; it also analyzes and requires implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm water discharges. In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other structural BMPs were

constructed onsite prior to commencing the Surchage Activities to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, prior grading work done directs the stormwater to the sediment basins, where it is collected by the sediment basins to ensure that water quality standards set by the Construction General Permit are met. The SWPPP also set forth when and where water quality sampling must occur to confirm the discharge limits set by the NPDES permit are met and that Project construction activities do not impair or contribute to impairment of the beneficial uses of surface waters. Because the Surchage Pile remains onsite, the BMPs were required to be maintained and currently remain in place, and the non-structural BMPs, water quality monitoring, and other measures required by the SWPPP have continued to be implemented.

Compliance with the Construction General Permit and the preparation of a SWPPP has ensured and would continue to ensure that any impacts to downstream waters resulting from construction activities on the Project Site would be less than significant. Erosion-control and treatment-control BMPs have been and would continue to be implemented per NPDES requirements. In addition to the requirements of the Construction General Permit, all areas of exposed soils would be re-vegetated and/or watered to reduce erosion. Coverage under the Construction General Permit is obtained by completing and filing a NOI with the SWRCB and preparing a SWPPP prior to any land disturbance. Therefore, by implementing the applicable portions of MM HAZ-1, as well as compliance with SCAQMD requirements and the SWPPP, Surchage Activities resulted in less than significant impacts related to the creation of 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.

### ***Evaluation of Loading on a Storm Drain Line, Oil Wells, and Oil Pipelines***

To further evaluate if impacts had occurred to utilities and facilities beneath the Surchage Pile as a result of the Surchage Activities, following construction of the Surchage Pile in October 2020, the *Addendum No. 3 to Geotechnical Exploration Report Evaluation of Loading on a Storm Drain Line, Oil Wells, and Oil Pipelines Proposed Self-Storage Facility 3701 North Pacific Place Long Beach, California 90806*, (Carl Kim Geo 2024) was prepared.

The existing 30-inch storm drain that traverses the Project Site from the southwest corner heading in a northeast direction was inspected by video and showed no distress or damage because the storm drain line is most likely supported on undisturbed natural soils, which is consistent with City, county, and building code requirements that would not have allowed construction of a storm drain line on sump materials. Prior to construction of the proposed self-storage building, the storm drain line would be backfilled with cement/sand slurry to further prevent potential damage. (Carl Kim Geo 2024)

Two abandoned oil wells on-Site were located and inspected for damage associated with the Surchage Activities. It was determined that the two oil wells were previously abandoned per State of California oil and gas well plugging and abandonment standards, which included plugging and sealing of the well bore and casing. Specifically, these wells have outer steel casings that are backfilled with cement. Based on the depth of sump materials at the oil wells, the maximum horizontal pressure post-stockpile construction is expected to be approximately 2,400 psf, which is substantially less than the 43,000 pounds per square foot (psf) minimum compressive strength of the cement backfill used to infill the oil wells. Further, the estimated maximum download load associated with sump material settlement would be fully accommodated by the combination of steel well casing and cement backfill. Therefore, it was determined that the abandoned oil wells are not subject to damage due to increased earth pressures induced by the Surchage Pile or settlement of surrounding ground. (Carl Kim Geo 2024)

According to the Geotechnical Exploration, the pressurized oil pipeline crosses the southeastern corner of the Project Site and is located outside of the areas underlain by sump materials. Similar to the storm drain line, the oil pipeline would not be impacted by compressible sump materials because it is located over undisturbed natural soils. The oil pipeline owner was informed that the estimated maximum settlement induced by the Surcharge Pile at the ground surface of the pipeline trench would be approximately two to three inches, and that the pipeline would be expected to settle less. The owner did not identify any objections to the Surcharge Activities and provided authorization to proceed with construction of the Surcharge Pile. (Carl Kim Geo 2024)

### **Mitigation Measures**

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

### **Level of Significance After Mitigation**

Construction (including Surcharge Activities) and Operation: **MM HAZ-1** requires preparation and implementation of a RP, which includes setting procedures for the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of AECs and sump materials that might be encountered during construction, construction of a permanent engineered cap to cover the site, installation of methane/soil gas mitigation under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps. The required contents of the RP are discussed in more detail in Threshold 4.8d below. Implementation of MM HAZ-1 would ensure that all hazardous historical uses on the Project Site and potential resulting impacts related to sump materials, AECs in existing cover soil, and soil vapor would be less than significant. With mitigation incorporated, the Project would not 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. Therefore, with implementation of **MM HAZ-1**, impacts from Project construction and operation would be considered less than significant.

**Impact Comparison Summary:** The Project would result in less than significant impacts with mitigation incorporated. This impact would be greater than when compared with the impact analyses in the MND, which anticipated a less than significant impact.

**Threshold 4.8c** ***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?***

One school is within 0.25 mile of the Project Site, Los Cerritos Elementary School at 515 West San Antonio Drive in the City of Long Beach. The analysis for Threshold 4.8b is the same as for Threshold 4.8c. During Project operations, the Project would not emit hazardous emissions, the self-storage facility would not permit storage of hazardous materials, and the occurrence of hazardous materials onsite would be restricted to common materials such as fuel within the vehicles onsite.

Because of the Project Site's historical contamination, as explained above in Existing Conditions and in Threshold 4.8b, Project construction and operation has the potential to cause significant impacts due to hazardous emissions or handling of hazardous or acutely hazardous materials,

substances, or waste within one-quarter mile of an existing or proposed school if the RP is not implemented. See Threshold 4.8b for a more detailed discussion of the potential impacts.

### **Mitigation Measures**

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

### **Level of Significance After Mitigation**

The Surcharge Activities, as well as future construction and operation of the Project, would be required to comply with site-specific mitigation set forth in **MM HAZ-1**, including the requirements detailed in the SMP, AAMP, EMP, and HASP, as well as the detailed contents of the RP discussed below in Threshold 4.8d. With implementation of **MM HAZ-1**, as well as compliance with SCAQMD regulatory requirements, the Construction General Permit, and the BMPs identified in the SWPPP, potential impacts related to the Project emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be reduced to less than significant.

**Impact Comparison Summary:** The Project would result in less than significant impacts with mitigation incorporated. This impact would be greater than when compared with the impact analyses in the MND, which anticipated a less than significant impact.

**Threshold 4.8d** ***Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

The Project Site address associated with 3701 Pacific Place is located on a site associated with Government Code Section 65962.5 ("Cortese List"), including the Project Site, known as Long Beach Industrial Park (aka Former Oil Operators) on ENVIROSTOR and voluntary clean-up (VCP) databases. The databases state that there is an active voluntary cleanup case with petroleum hydrocarbons, methane, VOCs, SVOCs, and heavy metal (arsenic and lead) contamination in soil, soil gas, and groundwater due to former oil field waste treatment operations. In addition, the Project Site is located on other databases associated with C.R.G. Properties on HAZNET, which included a 2004 disposal off-specification, aged or surplus inorganics, with no indication of a release; and Long Beach Industrial Park on FINDS. (Roux 2019)

As stated above, adjoining properties were identified on several databases as a part of the Phase I ESA (Roux 2019), including an Oil Operators and Caltrans Long Beach facility. The Oil Operators facility is listed on the CPS-SLIC, ENVIROSTOR, CHMIRS, CERS, SWEEPS UST, CA FID UST, EMI, HIST UST, SEMS-ARCHIVE, and UST databases, and considered to be addressed by the former oilfield operations RECs identified in the Phase I ESA. Regarding the Caltrans Long Beach facility listed on the SWF/LF and CERS databases, considering the closed operational status and the Los Angeles River intervening between the facility and the site, it is considered unlikely that the former disposal operations at the Caltrans facility would have adversely impacted subsurface conditions at the site. (Roux 2019)

In addition, the Phase I ESA identified six sites within one mile of the Project Site where releases of hazardous materials occurred that could affect subsurface conditions at the Project Site,

including the BP Pipeline/Arco facility on Golden Avenue (listed on the CPS-SLIC and CERS databases), Store for Less facility at 1012 West Carson (listed on the SEMS-ARCHIVE and PRP databases), Bixby Land Company facility at 1101 Wardlow Street (listed on the CPS-SLIC database), Raytheon Systems Company facility at 1500 Hughes Way (listed on the SEMS, CORRACTS, RCRA-TSDF, RCRA-SQG, EMI, HWP, ENVIROSTOR, FINDS, EMI, CERS, SCH, and HAZNET databases), Long Beach USD-Board Building facility at 1515 Hughes Way (listed on the ENVIROSTOR, SCH, HAZNET, and CERS databases), and the South Region High School #4 facility at West Carson Street/Santa Fe Avenue (listed on the ENVIROSTOR and SCH databases) (Roux 2019). However, according to the Phase I ESA, it is considered unlikely that the releases at any of these sites would have adversely impacted subsurface conditions at the site (Roux 2019).

In light of the Project Site being included in the databases described above, the Project Site has been subject to numerous environmental investigations since the 1980s, which are set forth in more detail in the discussion above regarding Existing Conditions. The SAP/ROF and SAP/ROF Addendum evaluated these historical investigations and detailed additional contemporary investigations conducted in anticipation of the Project, and ultimately concluded that the sump materials, cover soil, soil vapor, groundwater, and future risk to receptors have now been adequately characterized and the extent of contamination known. Based on those conclusions, the SAP/ROF and SAP/ROF Addendum recommended preparation of a Response Plan that would outline mitigation measures, engineering controls, future OM&M activities, and administrative controls to allow for commercial/industrial development of the Project Site in a way that would be protective of human health and the environment in light of the Project Site's historical contamination.

As stated above, the Revised RP was prepared for the Project in coordination with DTSC and identifies the appropriate response actions for the Project Site that are protective of human health and the environment during and post-development to meet the Revised RP's identified RAOs and guide remedial/mitigation activities at the site. The Revised RP proposed seven response actions for the Project, which collectively meet the defined RAOs and minimize potential risk of exposure to future on- and off-Site receptors. (Roux 2021) These response actions include:

- Excavation and consolidation of soils with localized exceedances of risk-based and other applicable thresholds for lead and arsenic;
- Preparation of a SMP (to set required procedures regarding the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of potentially impacted soils, which may be encountered during development activities), a AAMP (providing monitoring and mitigation measures to ensure emissions leaving the site during earth-moving activities are below required thresholds), an EMP (to set required procedures regarding the proper monitoring, handling, segregation, and relocation and reconsolidation of sump materials to protect onsite workers and offsite receptors during development activities) and a HASP (to protect onsite workers during construction activities). Such plans would be implementing during all Project development activities to ensure workers onsite and receptors offsite are not exposed to sump, AECs, or other impacted materials;
- Design and construction of an engineered surface cap to prevent exposure to former oily sump materials and other COPCs at the site, as well as to prevent surface water infiltration;
- Vapor probes with design and construction of a gas containment system below the surface cap to capture, treat (as necessary), and vent any volatile COPCs that may accumulate



beneath hardscaped surfaces, buildings, or other areas across the site and to prevent offsite migration of any such volatile COPCs;

- Vapor/methane intrusion mitigation system below the future onsite building foundations, which will include a vapor/methane barrier beneath the building slab with perforated piping and vent risers to allow ventilation of soil vapor from beneath the building to the atmosphere;
- Recording of a land use covenant (LUC) as an institutional control to require that any changes in conditions (i.e., modifications of building slabs, new construction, etc.) be communicated to the DTSC, and that mitigation measures and subsurface conditions be communicated to future buyers and occupants; and
- Preparation of an OM&M Plan and O&M Agreement to facilitate inspection and maintenance of the mitigation systems and regular sampling of shallow monitoring soil vapor probes and groundwater monitoring wells until such time as soil vapor COPC concentrations can be shown to be below conservative threshold criteria and groundwater concentrations are confirmed to be consistent with historical and regional conditions.

The Revised RP was submitted to DTSC on March 12, 2024 following DTSC's withdrawal of the Notice of Determination for the Original RP after the Court Ruling and is now under DTSC review. Because the Project is not substantially different from the Prior Project (for the parcels identified as Artesia parcels in the MND), the Revised RP is substantially similar to the Original RP approved by DTSC on September 23, 2021. Technical edits were made to reflect minor differences between the Project and Prior Project and the occurrence of the Surcharge activities in late 2020 through early 2021 (including relocating onsite two of the AECs in accordance with DTSC procedures prior to commencing the Surcharge Activities), neither of which change the recommended response actions or condition of the Project Site for purposes of the remediation. DTSC will review and provide comments to the Revised RP and once these are satisfactorily addressed, DTSC would release the Revised RP for public review and comment for a minimum of 30 days. After the public comment period ends and any public questions and concerns are addressed, DTSC would decide whether to make any further changes to the Revised RP based on public comments and to approve the Revised RP.

As detailed in the Revised RP, proposed response actions are identified that include implementation of management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, installation of methane/soil gas mitigation for under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps.

Project development would be required to be conducted in accordance with the new RDIP that will be required as part of the Revised RP submitted for the new project, including the SMP, AAMP, EMP and HASP, and the engineer of record for the new RDIP (or someone under their responsible charge) will be onsite for inspections during construction. After construction is completed, stamped as-builts will be prepared and submitted to DTSC, as part of a Remedial Action Completion Report (RACR). Upon completion of response actions under the Revised RP, a request for a certificate of completion (Certificate) will be presented to DTSC for approval. DTSC will review the RACR and the request for the Certificate and upon approval will certify that the Project Site has met the conditions of the Revised RP and new RDIP. In light of the Project Site's historical contamination and inclusion on hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project would have the potential to result in a significant impact related to creating a significant hazard to the public or the environment without implementation of a response plan.

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## **Mitigation Measures**

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

## **Level of Significance After Mitigation**

**MM HAZ-1** requires preparation and implementation of a RP, which includes setting procedures for the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of AECs and sump materials that might be encountered during construction, construction of a permanent engineered cap to cover the site, installation of methane/soil gas mitigation under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps. Implementation of **MM HAZ-1** would ensure that all hazardous historical uses on the Project Site and potential resulting impacts related to sump materials, AECs in existing cover soil, and soil vapor would be less than significant. With mitigation incorporated, the Project would not create a significant hazard to the public or the environment based on the Project Site's inclusion on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, with implementation of **MM HAZ-1**, impacts from Project construction and operation would be considered less than significant.

**Impact Comparison Summary:** The Project would result in less than significant impact with mitigation incorporated. This impact would be the same when compared with the impact analyses in the MND.

**Threshold 4.8e** ***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?***

The Project Site is not located within an adopted Airport Land Use Plan. The nearest airport is Long Beach Airport, located approximately two miles east of the Project Site. The Project would be located outside the Long Beach Airport influence area and would not expose people to safety hazards related to airport operations. No impact would occur.

## **Mitigation Measures**

No mitigation measures are required.

## **Level of Significance After Mitigation**

No impact would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in no impact. This impact would be the same when compared with the impact analyses in the MND.

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**Threshold 4.8f**      ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The City of Long Beach has prepared and adopted the City's 2023 Natural Hazard Mitigation Plan for the protection of residents and properties (City of Long Beach 2023). The City's Hazard Mitigation Plan includes a hazard assessment, goals and objectives, and mitigation strategies for hazards, including earthquake, severe weather, flood, dam-failure, tsunami, climate change, drought, and hazard of interest. In addition, the City has an EOP, which addresses the planned response by the City to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies (City of Long Beach 2015). As such, the City supports a high level of multi-jurisdictional cooperation and communication for emergency planning and response management.

Additionally, the I-405 and I-710 are designated disaster routes by the Los Angeles County Department of Public Works, and would be the main evacuation routes utilized in the event of an emergency. Disaster routes are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment (LACPW 2024). Project development would not impede use of I-405 or I-710 as disaster routes. The Project Site is situated at the north end of Pacific Place and all Project construction staging would be conducted onsite, properly fenced to prevent unauthorized access, and would not block access to nearby properties via Pacific Place. Therefore, development of the Project would not interfere with the implementation of the City's Hazard Mitigation Plan, EOP, or local emergency evacuation routes. No impacts related to the adopted emergency response or evacuation plans would occur.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

No impact would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impact. This impact would be the same when compared with the impact analyses in the MND.

**Threshold 4.8g**      ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

As previously stated, the Project Site is not located in a Fire Hazard Severity Zone in an SRA or a VHFHSZ in an LRA. The Project Site located within a developed area in the City, and although much of the site is vacant land, no substantial wildfire hazard exists onsite. Vacant land to the north is also sparsely vegetated and is surrounded by development and the Los Angeles River. Project development would involve construction of buildings and paved with landscaped areas, and thus development would not increase wildfire hazards onsite. Therefore, impacts related to wildfires would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

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### **Level of Significance After Mitigation**

A less than significant impact would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This impact would be the same when compared with the impact analyses in the MND.

#### **4.8.4 CUMULATIVE IMPACTS**

Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis.

Cumulative projects within the Project vicinity would have the potential to expose area residents, school-aged children, employees, and visitors to hazardous materials through redevelopment of sites and structures that may be contaminated from either historic or ongoing uses. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Therefore, similar to the Project, other cumulative projects within the City would be required to undergo individual environmental review, including review of potential impacts related to hazards and hazardous materials that are applicable to that particular development site and proposed use. If lead and asbestos are found to be present in buildings planned for demolition or renovation by cumulative projects, these conditions would require appropriate mitigation to include implementation of standard regulatory conditions and remedial action of contaminated sites. It is assumed that all cumulative projects would be required to comply with all applicable local, State and federal codes and regulations, as well as applicable BMPs, related to the treatment, handling, and disposal of each hazardous material. Further, because restrictions on development or remediation requirements would be applied in the event that hazardous materials or waste posed a risk to safety, it is anticipated that cumulative impacts from exposure to hazards or hazardous materials or waste would be less than significant. Additionally, land use changes anticipated to occur under the Project would facilitate the safe removal of potentially hazardous building materials and the cleanup of contaminated properties, thus reducing the level of risk on a particular site in the nearby vicinity and within the Project area as a whole, compared to existing conditions. As detailed in Section 4.8.3, construction and operation of the Project could potentially result in impacts related to hazards and hazardous materials exposure, resulting in a potentially significant cumulative impact.

### **Mitigation Measures**

**MM HAZ-1** Prior to issuance of a building permit by the City of Long Beach, the applicant shall receive approval from DTSC of, and implement, a Response Plan (RP) prepared for the Project in accordance with CLRRRA, which outlines site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project's contribution of cumulative impacts related to hazards and hazardous materials would not be significant because Project impacts would all be reduced to less than significant after implementation of mitigation measure **MM HAZ-1**. Therefore, with implementation of mitigation, the Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact.

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## 4.9 HYDROLOGY AND WATER QUALITY

This section discusses the existing setting regarding hydrology and water quality of the Project Site and assesses the Project's potential impacts related to hydrology and water quality. Information in this section is derived in part from the *Storm Drain Plan*, prepared by Joseph C. Truxaw and Associates, Inc. dated July 29, 2022, which includes by reference the Low Impact Development (LID) Plan; *Public Storm Drain Plan Profile, Ambeco Road*, prepared by Joseph C. Truxaw and Associates, Inc. dated June 21, 2022; the *Stormwater Pollution Prevention Plan (SWPPP)*, prepared by Joseph C. Truxaw and Associates, Inc. dated August 13, 2020, revised through May 12, 2022<sup>1</sup> (WDID No. 4 19C391158); and the *SWPPP*, prepared by Incompli, Inc. dated January 3, 2024 (WDID No. 4 19C402990); a complete copy of these plans are included as Appendices I-1 through I-4 to this document.

### 4.9.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION

#### MND for the Pacific Place Project

The Hydrology and Water Quality analysis for the MND for the Prior Project approved by the City in 2021, determined that implementation of the Prior Project would have less than significant impacts related to hydrology and water quality, and no mitigation was required.

The MND determined that construction-related impacts to water quality would be minimized through compliance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2012-0006-DWQ, NPDES No. CAS000002<sup>2</sup>), adopted by the State Water Resources Control Board (SWRCB) on July 17, 2012 (SWRCB 2012). Operations-related impacts to water quality would be managed through compliance with the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges from The City of Long Beach (Order No. R4-2014-0024, NPDES No. CAS004003<sup>3</sup>) and Order No. R4-2014-0024-A01, amending Order No. R4-2014-0024, NPDES No. CAS004003, including preparation and implementation of a LID plan. It was determined that the Prior Project would generate additional runoff compared to the existing conditions, which would be managed on-site by the required LID plan consistent with the City's MS4 permit.

The MND determined the Prior Project would not adversely impact groundwater resources or groundwater basin management. Although the entire Prior Project Site was determined to be pervious and available for infiltration of rainwater into soil, the Site was not used for intentional groundwater recharge. Additionally, groundwater pumping rights for the Central Basin are set by

<sup>1</sup> The SWPPP is frequently revised and updated. The most recent approved version at the time of this Draft EIR is the May 12, 2022 version, included as Appendix J-3. As and when the SWPPP is updated, new versions can be accessed at the SWRCB's SMARTS website at: <https://smarts.waterboards.ca.gov/smarts/faces/SwPublicUserMenu.xhtml>. After clicking on the hyperlink, select "Search for Owners/Operators or Facilities/Sites" and search WDID No. 4 19C391158 (for the original SWPPP and amendments) or WDID No. 4 19C402990 (for the most current SWPPP and any amendments).

<sup>2</sup> This General Permit was in place at the time the City initiated preparation of the previously published MND. On September 8, 2022, the SWRCB issued Order No. 2022-0057-DWQ, NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities. The requirements of this permit would be applicable at the time of Project implementation if approved.

<sup>3</sup> This NPDES Permit was in place at the time the City initiated preparation of the previously published MND. On July 23, 2021, the Los Angeles RWQCB issued Order No. R4-2021-0105, Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (Regional Phase I MS4 NPDES Permit) (NPDES No. CAS004004). The City of Long Beach became a co-permittee of the regional MS4, and the requirements of this permit would be applicable at the time of Project implementation if approved.

a court judgment. It was indicated that demand for municipal water by the Prior Project would not reduce groundwater supplies.

The MND determined that Prior Project development, with implementation of the proposed stormwater detention system, would not cause flooding on- or offsite and would not exceed the capacities of existing storm drains to which Project Site runoff would be discharged. Development of the Project would not risk release of pollutants due to project inundation due to a flood within a 100-year flood zone, tsunami, or seiche.

### ***MND Mitigation Measures***

No mitigation measures were adopted as part of the previously approved MND.

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND.

## **4.9.2 ENVIRONMENTAL SETTING**

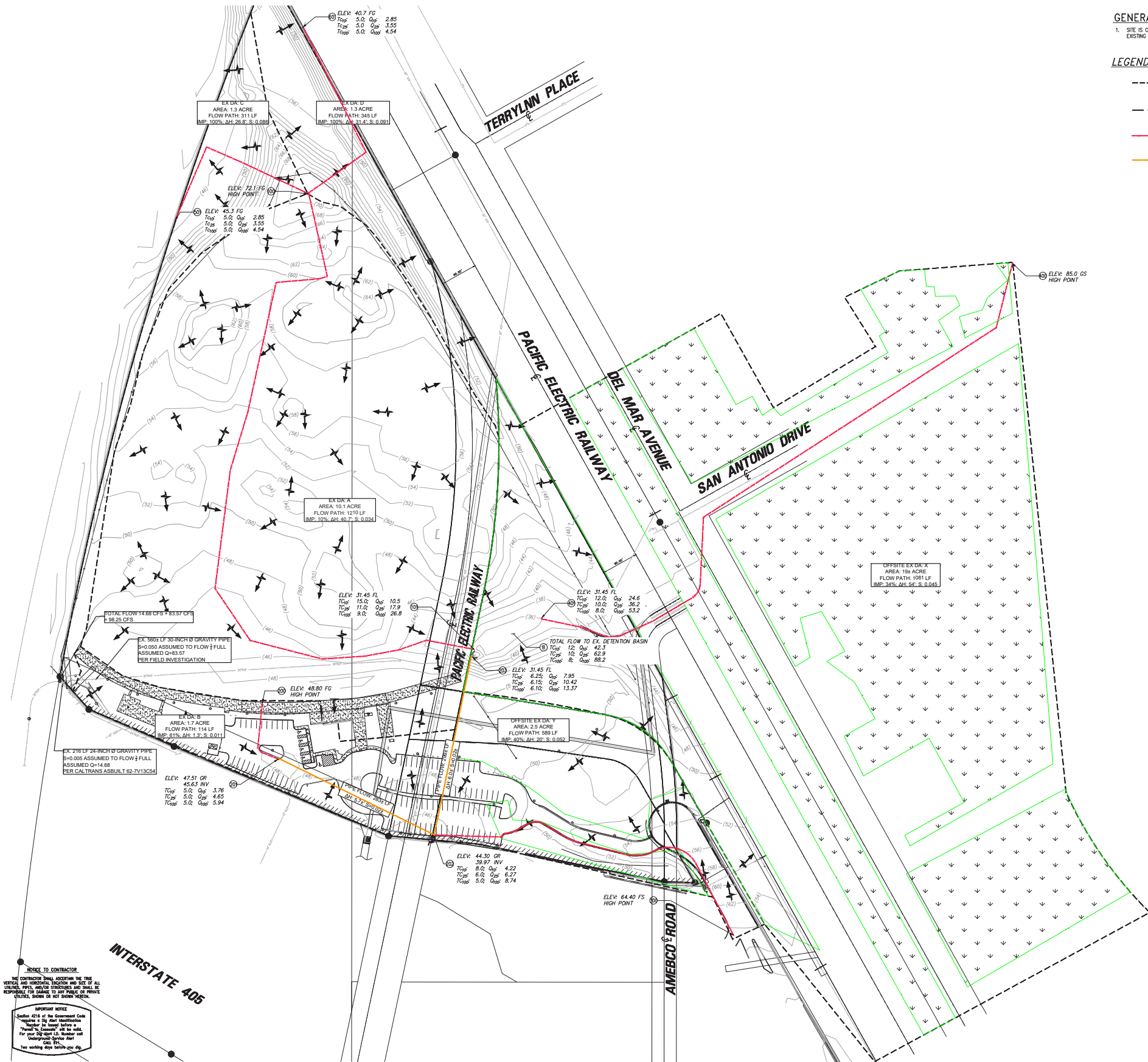
### **A. Existing Conditions**

#### **Project Site Hydrology**

The Project Site is currently vacant, unpaved, and pervious. The Project Site currently does not have a permanent stormwater management system. There is an existing Caltrans manhole just outside of the southwest corner property line of the Project Site which connects to an existing 30" reinforced concrete pipe (RCP). This existing 30" RCP is a Caltrans owned and maintained storm drain line which carries stormwater southwest from the manhole through the adjacent LACFD property to the LA River. There is also a 30" RCP which runs northeast from the offsite Caltrans manhole partway across the Project Site. However, there are no stormwater inlets on the Project Site or offsite to capture the Project Site's stormwater and direct it to the onsite RCP or offsite Caltrans system. Prior to the soil stockpile surcharge (Surcharge) program in 2020 (see Chapter 3, Project Description), the stormwater that collected on the eastern portion of the Project Site generally flowed east towards the adjacent private property to the east, which is at a lower elevation. Stormwater that collected on the western portion of the Project Site generally flowed west toward the LA River. The existing site hydrology is illustrated further in Exhibit 4.9-1, Existing Hydrology.

Before commencing the Surcharge program, as required by the SWRCB's Construction General Permit and the Project's SMP, the Applicant prepared and submitted to the SWRCB a Notice of Intent and SWPPP, which was approved by the SWRCB and is available online in the SWRCB's Stormwater Multiple Application and Report Tracking System (SMARTS) system (Waste Discharge Identification [WDID] number 4 19C391158). In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other Best Management Practices (BMPs) were constructed onsite to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, prior grading work done directs the stormwater to the sediment basins, where it is collected by the sediment basins to ensure that water quality standards set by the Construction General Permit are met. Because the Surcharge pile remains onsite as of the preparation of this EIR, the SWPPP measures are required to be maintained and remain in place.

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#### GENERAL NOTES

1. SITE IS CONSIDERED IMPERVIOUS DUE TO THE ASSUMED CAP INSTALLED TO ADDRESS EXISTING SOIL CONTAMINATION.

#### LEGEND

- DRAINAGE AREA BOUNDARY
- DRAINAGE AREA BOUNDARY (OFFSITE)
- FLOW PATH—OVERLAND (INITIAL)
- FLOW PATH PIPE
- DRAINAGE FLOW DIRECTION

SOIL TYPE 013

Source: Joseph C. Truwx and Associates, Inc., 2022

## Existing Hydrology

### Pacific Place Project



Map not to scale

## Exhibit 4.9-1



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## **Regional Hydrology**

### ***Watershed***

The Project Site is located within the Los Angeles-San Gabriel Hydrologic Unit, which covers the majority of Los Angeles County (County) and drains an area of approximately 1,600 square miles. The major drainage systems in this area include the Los Angeles River, San Gabriel River, and Ballona Creek. The receiving water for the Project Site is the Los Angeles River, which is located approximately 200 feet west of the Site and drains into the Pacific Ocean approximately 4.25 miles south of the Site.

The Project Site is in the southernmost portion of the 824-square mile Los Angeles River Watershed (Watershed). Approximately 324 square miles of the watershed are covered by forest or open space land including the area near the headwaters which originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is highly developed with a diverse range of land use types. Beneficial uses of waters in the Watershed above the estuary (south of the Project Site) are defined by the Los Angeles Regional Water Quality Control Board (RWQCB) and include groundwater recharge, contact and noncontact recreation, warmwater habitat, wetlands habitat, protection of rare and endangered species, and wildlife habitat (LARWQCB 2024).

The Project Site is included in the Lower Los Angeles River Watershed Management Program. The Lower Los Angeles River Watershed includes the sub-drainage areas of Compton Creek, Rio Hondo, and the Lower Los Angeles River; and drains runoff directly from an approximate 43.7-square mile urbanized area. From its upstream beginning in South Gate to its downstream confluence with the Los Angeles River Estuary, the Lower Los Angeles River stretches approximately 13.3 miles.

### ***Floodplain***

According to the City of Long Beach Federal Emergency Management Agency (FEMA) Flood Zones map, the Project Site is within Flood Hazard Zone X Areas Protection by Levees. Zone X is defined as an area inundated by a 500-year flood; an area inundated by 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 100-year flooding (City of Long Beach 2022).

## **Groundwater Resources**

The coastal portion of the City, including the Project Site, overlies the Coastal Plain of Los Angeles Groundwater Basin, West Coast Subbasin (Subbasin), which underlies approximately 160 square miles in southwestern Los Angeles County (DWR 2024a).<sup>4</sup> Replenishment of groundwater basins occurs mainly by percolation of precipitation throughout the region via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins, as well as injection wells designed to pump freshwater along specific seawater barriers to prevent the intrusion of salt water.

The Water Replenishment District of Southern California (WRD), designated as the Watermaster for the Subbasin under a court judgment, manages groundwater pumping and certain

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<sup>4</sup> The boundary between the West Coast Subbasin and the Central Subbasin is along the Newport-Inglewood Fault Zone, which passes along the east Project Site boundary; and of which the Cherry Hill Fault is a component.

groundwater storage efforts in the Subbasin (WRD 2023). WRD issues a Watermaster Report for the Subbasin annually (WRD 2023).

The Long Beach Water Department (LBWD) supplies water to the City, including the Project Site. LBWD obtains water from two main sources: imported surface water (40 percent) and groundwater (60 percent) (LBWD 2024).

## **B. Regulatory Framework**

### **Federal**

#### ***National Flood Insurance Act***

The National Flood Insurance Act established the National Flood Insurance Program (NFIP), which provides flood insurance, floodplain management, and flood hazard mapping data. Communities subject to flood hazards voluntarily participate in the NFIP by adopting and enforcing floodplain management ordinances to reduce the potential for flood damage. In turn, the NFIP offers federally funded flood insurance to homeowners, renters, and business owners in participating communities. Under this program, the FEMA produces Flood Insurance Rate Maps (FIRM) that identify properties and buildings in flood risk areas. Flood hazards related to storm events are generally described in terms of 100- or 500-year floods. These are floods that, respectively, have a 1 percent and 0.2 percent chance of occurring every year. The Project Site is not within a 100- or 500-year flood zone (City of Long Beach 2022).

#### ***Clean Water Act***

In 1972, the Federal Water Pollution Control Act (Clean Water Act [CWA]) was amended to require NPDES permits for the discharge of pollutants to “Waters of the U.S.” from any point source. In 1987, the CWA was again amended to require that the U.S. Environmental Protection Agency (USEPA) establish regulations for permitting under the NPDES permit program for municipal and industrial storm water discharges. The USEPA published final regulations regarding storm water discharges on November 16, 1990. The regulations require that municipal separate storm sewer systems (MS4) discharges to surface waters be regulated by a NPDES permit. MS4s are a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains), and are owned or operated by a public body that has jurisdiction over the disposal of various wastes, including storm water. The MS4s are designated or used for collecting or conveying storm water only (i.e., not wastewater or combined sewage).

In addition, the CWA requires states to adopt water quality standards for water bodies, to be approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that supports a particular use. Because California has not established a complete list of acceptable water quality criteria, the USEPA has established numeric water quality criteria for certain toxic constituents in the form of the California Toxics Rule (see 40 Code of Federal Regulations §131.38).

When designated beneficial uses of a particular water body are compromised by water quality, Section 303(d) of the CWA requires identifying and listing that water body as impaired. Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be developed for each impairing water quality constituent. The segment of the Los Angeles River from the Los

Angeles/Long Beach Outer Harbor north to Carson Street in the City of Long Beach is listed on the Clean Water Act Section 303(d) List of Water Quality Limited Segments for contamination with ammonia, cadmium, dissolved copper, cyanide, indicator bacteria, lead, nutrients (algae), pH, trash, and dissolved zinc. TMDLs have been established for all of those contaminants except cyanide; the estimated completion date for the cyanide TMDL was 2019 (SWRCB 2024).

## **State**

### ***California Porter-Cologne Act***

The federal CWA places the primary responsibility for the control of water pollution and for planning the development and use of water resources with the states. California's primary statute governing water quality and water pollution issues is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and the nine RWQCBs broad powers to protect water quality and is the primary vehicle for implementing California's responsibilities under the Federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to (1) adopt plans and policies; (2) regulate discharges to surface water and groundwater; (3) regulate waste disposal sites; and (4) require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, and oil or petroleum products.

Each RWQCB must formulate and adopt a water quality plan (or Basin Plan) for its region. The regional plans conform to the policies set forth in the Porter-Cologne Act and those established by the SWRCB in its State Water Policy. The Porter-Cologne Act also enables the RWQCBs to include water discharge prohibitions applicable to particular conditions, areas, or types of waste within its regional plan. The RWQCBs are also authorized to (1) enforce discharge limitations; (2) take actions to prevent violations of these limitations from occurring; and (3) conduct investigations to determine the status of the quality of any "Waters of the State." Civil and criminal penalties are imposed on persons who violate the requirements of the Porter-Cologne Act or any SWRCB/RWQCB orders.

### ***California Toxics Rule***

The California Toxics Rule (CTR) is a federal regulation that is issued by the USEPA and provides water quality criteria for potentially toxic constituents in receiving waters with human health or aquatic life designated uses in California. CTR criteria are applicable to the receiving water body and therefore must be calculated based upon the probable hardness values of the receiving waters for evaluation of acute (and chronic) toxicity criteria. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to bind with components in the water which, in turn, reduces the bioavailability and resulting potential toxicity of these metals. The CTR criteria do not apply directly to discharges of urban runoff, but rather to specified receiving waters.

### ***National Pollution Discharge Elimination System General Construction Activities Permit***

Pursuant to CWA Section 402(p), which requires regulations for permitting of certain storm water discharges, the SWRCB issued a Statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2022-0057-DWQ, NPDES No. CAS000002), adopted by the SWRCB on September 8, 2022, and it is currently in effect as of September 1, 2023 (Construction General Permit). Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling or excavation, but do not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

Under the Construction General Permit, storm water discharges from construction sites with a disturbance area of one acre or more are required to either obtain individual NPDES permits for storm water discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is obtained by completing and filing a Notice of Intent (NOI) with the SWRCB and preparing a SWPPP prior to any land disturbance. The SWPPP identifies erosion control, sediment control, tracking control, wind erosion control, waste management, and non-storm water management BMPs that would be implemented during the construction phase to reduce or eliminate pollutants entering the storm drain system.

## **Regional**

### ***Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties***

The *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) seeks to preserve and enhance water quality and protect the beneficial uses of water bodies in the region (LARWQCB 2014). The Basin Plan provides quantitative and narrative criteria for a range of water quality constituents applicable to certain receiving water bodies and groundwater basins within the Los Angeles Region. The Basin Plan (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's anti-degradation policy; and (3) describes implementation programs to protect all waters in the region. All applicable SWRCB and RWQCB plans and policies and other pertinent water quality policies and regulations are incorporated by reference into the Basin Plan. The Basin Plan is reviewed and updated as necessary.

Water quality objectives for ammonia, coliform bacteria, bioaccumulation, biochemical oxygen demand, biostimulatory substances, chemical constituents, total residual chlorine, color, exotic vegetation, floating material, methylene blue activated substances, mineral quality, nitrogen, oil and grease, dissolved oxygen, pesticides, pH, polychlorinated biphenyls, radioactive substances, suspended solids, taste and odor, temperature, toxicity, and turbidity are also included in the Basin Plan (LARWQCB 2019a). Implementation of the Basin Plan occurs primarily through issuance of Waste Discharge Requirements (WDRs), including regulatory enforcement action, as necessary. In addition, the USEPA has delegated responsibility to the SWRCB and RWQCBs for implementation of the federal NPDES program that requires permitting of point source discharges of pollutants to waters of the United States. State WDRs for discharges to surface waters also serve as federal NPDES permits in these cases. Any person or entity discharging waste that could affect waters of the state would file a report of waste discharge (ROWD), which are then submitted to the applicable RWQCB for review and approval. Once approved, Standard Provisions would apply to all WDRs, which require dischargers to take steps to prevent permit violations and provide evidence that the facility is operated by a certified individual. Additionally, annual reports and facility inspections are used to evaluate permit compliance and determine enforcement actions (such as "fix" it tickets or cleanup abatement orders). NPDES permits are issued for a five-year period, but may be administratively extended if necessary. Non-NPDES WDRs usually do not have an expiration date, but are reviewed and renewed periodically on a schedule based on the level of threat to water quality (LARWQCB 2019b).

### ***Discharges of Groundwater to Surface Waters***

The Los Angeles RWQCB Order R4-2023-0429 contains the waste discharge requirements for discharges of groundwater from construction and project dewatering to surface waters in the coastal watersheds of Los Angeles and Ventura Counties (General NPDES Permit No. CAG994004). This order regulates the discharge of groundwater that may or may not be impacted by toxic compounds and/or conventional pollutants. It requires that dewatering activities



prevent water quality degradation and protect beneficial uses of receiving surface water bodies. The order also includes discharge limitations and discharge prohibitions, as well as TMDLs for receiving water bodies (LARWQCB 2023).

## **Local**

### ***Municipal Separate Storm Sewer System Permit***

The City's Stormwater and Environmental Compliance Division is responsible for monitoring the City's stormwater quality and maintaining the storm drain system.

On July 23, 2021, the Los Angeles RWQCB issued Order No. R4-2021-0105, Waste Discharge Requirements and NPDES Permit for MS4 Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (Regional Phase I MS4 NPDES Permit) (NPDES No. CAS004004) (LARWQCB 2021). The City of Long Beach became a co-permittee—the 85<sup>th</sup> incorporated City in Los Angeles County—of the regional MS4, and the requirements of this permit would be applicable at the time of Project implementation if approved.

The MS4 regulates storm water discharges and details the requirements for new development and significant redevelopment projects, including the selection and scale of project-specific BMPs that must be constructed during project development and maintained during project operations. The City has developed a low impact development (LID) ordinance and a Stormwater Management Program, both discussed below, in accordance with Los Angeles RWQCB requirements under the MS4 permit to ensure storm water runoff meets the WDRs, which regulates all discharge of waste to protect surface waters by prescribing waste containment, treatment and control requirements.

### **Low Impact Development Ordinance**

Effective November 12, 2013, the City's LID Ordinance applies to any new development or redevelopment that results in the replacement of more than 50 percent of an existing building structure, or impervious surface area, and was developed to ensure compliance with the MS4 permit. Standard BMPs are described in the City's LID BMP Design Manual. A project's LID Plan must demonstrate compliance with the requirements for infiltration, capture and reuse, evapotranspiration, and/or treatment on-site through the use of BMPs. On-site stormwater management BMPs must be properly sized, at a minimum, to infiltrate, evapotranspire, and/or store for use any stormwater runoff leaving the Site to the maximum extent feasible, or at least the volume of water produced by a 0.75-inch storm event, the 85<sup>th</sup> percentile 24-hour storm event, or the volume of annual runoff based on unit basin storage water quality volume to achieve 80 percent or more volume treatment.

### **City of Long Beach Stormwater Management Program**

The City of Long Beach Stormwater Management Program was created in accordance with the CWA and the Porter-Cologne Water Quality Control Act. The objectives of the Program are to effectively prohibit non-stormwater discharges and to reduce the discharge of pollutants to the maximum extent practicable such that these discharges will not adversely impact the beneficial uses of receiving waters. This program contains several elements, practices, and activities aimed at reducing or eliminating pollutants in stormwater, including a Development Planning/Construction Program and an Illicit Connection/Illicit Discharges Elimination Program. The Stormwater and Environmental Compliance Division is responsible for monitoring the City's stormwater quality and maintaining the storm drain system (City of Long Beach 2024b). The Program was developed to ensure compliance with the MS4 permit, described above.

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## **City of Long Beach General Plan**

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City (City of Long Beach 2024a). The City's General Plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. By law, the City's General Plan must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. The City's General Plan Circulation element is referred to as the Mobility element, its Open Space element is coupled with recreational goals and policies in its Open Space and Recreation element, and its Safety element is divided into two elements: the Public Safety and Seismic Safety elements. The City has also elected to include Air Quality, Historic Preservation, Local Coastal Program, and Urban Design elements.

The Public Safety Element of the City's General Plan identifies flood and inundation hazards, describes disaster response operations, and provides recommendations to attain established public safety goals (Long Beach 2004). Applicable goals and recommendations from the Public Safety Element that are related to hydrology and water quality and applicable to the Project are provided in Table 4.10-1 in Section 4.10, Land Use and Planning, with a Project consistency analysis.

## **Long Beach Municipal Code**

### **Stormwater and Runoff Pollution Control Ordinance**

Chapter 8.96 of the Long Beach Municipal Code (LBMC), the Stormwater and Runoff Pollution Control Ordinance of the City of Long Beach, was enacted to ensure the City meets federal and State Clean Water Act requirements and complies with MS4 permit requirements, as outlined further in the City of Long Beach Stormwater Management Program, discussed above.

The purpose of this chapter is to protect and improve water quality of receiving waters by:

- 1) Prohibiting illicit discharges to the municipal storm water system;
- 2) Eliminating illicit connections to the municipal storm water system;
- 3) Eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and
- 4) Reducing pollutant loads in stormwater and urban runoff from land uses and activities identified in the municipal NPDES permit.

The intent of this chapter is to enhance and protect the water quality of the receiving waters of the United States in a manner that is consistent with the Clean Water Act and acts amendatory thereof or supplementary thereto; applicable implementing regulations, the MS4 permit and any amendment, revision, or reissuance thereof.

### **LID Standards**

Chapter 18.74 of the LBMC requires the use of LID standards in the planning and construction of development projects, as contained in the City's LID BMP Design Manual and to ensure compliance with the MS4 permit.

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## Landscape Water Efficiency Ordinance

Section 21.42.035 of the LBMC, pursuant to the State Water Conservation in Landscaping Act (Assembly Bill 1881), defines landscaping standards in response to ongoing drought for certain types of projects.

Section 21.42.060 of the LBMC implements the State's Model Water Efficient Landscape Ordinance (MWELo). Property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the City, are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape with a total landscape area greater than 2,500 square feet, shall comply with Sections 492.6(a)(3)(B) (C), (D), and (G) of the MWELo, including sections related to use of compost and mulch as delineated in this Section.

### **4.9.3 PROJECT IMPACTS**

#### **A. Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

- |                       |  |
|-----------------------|--|
| <b>Threshold 4.9a</b> | <b><i>Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.</i></b>  |
| <b>Threshold 4.9b</b> | <b><i>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.</i></b>   |
| <b>Threshold 4.9c</b> | <b><i>Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</i></b><br><br><div style="margin-left: 40px;"><b><i>(i) result in substantial erosion or siltation on- or off-site;</i></b><br/><b><i>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</i></b><br/><b><i>(iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or</i></b><br/><b><i>(iv) impede or redirect flood flows.</i></b></div> |
| <b>Threshold 4.9d</b> | <b><i>In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation.</i></b>   |
| <b>Threshold 4.9e</b> | <b><i>Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</i></b>   |

## B. Methodology

The analysis in this section is primarily based on the following Project-specific plans:

- On-Site Hydrology Plans and LID Plan: *Storm Drain Plan*, prepared by Joseph C. Truxaw and Associates, Inc. dated July 29, 2022 (Appendix J-1);
- Off-Site Hydrology Plans: *Public Storm Drain Plan Profile, Ambeco Road*, prepared by Joseph C. Truxaw and Associates, Inc. dated June 21, 2022 (Appendix J-2); and
- *SWPPP*, prepared by Joseph C. Truxaw and Associates, Inc. dated August 13, 2020, revised through May 12, 2022<sup>5</sup> (WDID No. 4 19C391158); and the *SWPPP*, prepared by Incompli, Inc. dated January 3, 2024 (WDID No. 4 19C402990) (both included as Appendix J-3).

Additionally, the analysis in this section is also based on review of information available in the City of Long Beach General Plan, Long Beach Municipal Code, and Basin Plan, as well as the websites of the City, SWRCB, Los Angeles RWQCB, and the WRD.

## C. Standard Requirements

No Standard Requirements related to Hydrology and Water Quality are identified.

## D. Impact Analysis

**Threshold 4.9a**      ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

As discussed further below, the Project could result in short-term construction impacts to surface water quality from grading and other construction-related activities (e.g., erosion, sediment, spills, and leaks from construction equipment). Also, Project operations would generate typical urban pollutants (e.g., sediment, petroleum hydrocarbons, pesticides, and cleaning agents) that could be discharged into the local and regional drainage systems.

### ***Short-Term Construction-Related Water Quality Impacts***

Potential impacts of construction activities on water quality focus on sediments, turbidity, and pollutants associated with sediments. Construction-related activities that are primarily responsible for sediment releases are related to exposing soils to potential mobilization by rainfall, runoff, and wind. These activities include grading and other earth-disturbance activities. Non-sediment-related pollutants that are also of concern during construction include waste construction materials and chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment.

Construction impacts from implementation of the Project would be minimized through compliance with the statewide Construction General Permit. This permit requires the development and implementation of a SWPPP for the proposed Project Site, which must include erosion- and

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<sup>5</sup> The SWPPP is frequently revised and updated. The most recent approved version at the time of this Draft EIR is the May 12, 2022 version, included as Appendix J-3. As and when the SWPPP is updated, new versions can be accessed at the SWRCB's SMARTS website at: <https://smarts.waterboards.ca.gov/smarts/faces/SwPublicUserMenu.xhtml>. After clicking on the hyperlink, select "Search for Owners/Operators or Facilities/Sites" and search WDID No. 4 19C391158 (for the original SWPPP and amendments) or WDID No. 4 19C402990 (for the most current SWPPP and any amendments).

sediment-control BMPs that meet or exceed measures required by the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. As described in further detail below, the Project specific SWPPP has been prepared, approved, and implemented for construction activities related to the Surcharge, and will continue to be implemented during future Project construction activities. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The Construction General Permit requires the SWPPP to include BMPs to be selected and implemented based on the phase of construction and weather conditions. BMPs can be divided into two categories — structural and non-structural BMPs. Structural BMPs include silt fences, sedimentation ponds, erosion control blankets, and temporary or permanent seeding, while non-structural BMPs include picking up trash and debris, sweeping up nearby sidewalks and streets, maintaining equipment, and training site staff on erosion and sediment control practices. The term BMPs is used broadly and includes both structural and non-structural controls and practices.

As previously described in the Section 3, Project Description, Existing Physical Conditions, the Project Site was formerly used as an oil brine water treatment facility beginning in 1926 for nearby and onsite oil production activities. Oil brine was pumped to evaporation and treatment ponds (i.e., oil sumps) located on the Project Site and most of the Project Site was used as a treatment sump. Water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. Following evaporation, the remaining sludge was left in the sumps or transported to an offsite location. Evaporation operations reportedly ceased at the Project Site in the mid-1950s. Fill soil was imported to the Site in the 1970's; the fill was not suitable for unrestricted use (DTSC 2020). Because Project construction could implicate the Project Site's environmental condition, prior to Surcharge activities, the Applicant submitted a Soil Management Plan (SMP) to DTSC, which was approved by DTSC, and which required preparation and implementation of a Project-specific SWPPP during construction to address stormwater.

Before commencing the Surcharge program, as required by the Construction General Permit and the Project's SMP, the Applicant prepared and submitted to the SWRCB a Notice of Intent and SWPPP, which was approved by the SWRCB and is available online in the SWRCB's SMARTS system (Waste Discharge Identification [WDID] number 4 19C391158). The SWPPP was designed to address site-specific conditions related to Project construction. The SWPPP identified and described the sources of sediment and other pollutants that may affect the quality of storm water discharges; it also analyzes and requires implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm water discharges. In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other structural BMPs were constructed onsite prior to commencing the Surcharge program to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, prior grading work done directs the stormwater to the sediment basins, where it is collected by the sediment basins to ensure that water quality standards set by the Construction General Permit are met. The SWPPP also set forth when and where water quality sampling must occur to confirm the discharge limits set by the NPDES permit are met and that Project construction activities do not impair or contribute to impairment of the beneficial uses of surface waters. Because the Surcharge pile remains onsite, the BMPs were required to be maintained and currently remain in place, and the non-structural BMPs, water quality monitoring, and other measures required by the SWPPP have continued to be implemented.

Compliance with the Construction General Permit and the preparation of a SWPPP has ensured and would continue to ensure that any impacts to downstream waters resulting from construction activities on the Project Site would be less than significant. Erosion-control and treatment-control BMPs have been and would continue to be implemented per NPDES requirements. In addition to

the requirements of the Construction General Permit, all areas of exposed soils would be re-vegetated and/or watered to reduce erosion. Coverage under the Construction General Permit is obtained by completing and filing a NOI with the SWRCB and preparing a SWPPP prior to any land disturbance.

Furthermore, the Project would comply with the Los Angeles RWQCB Order R4-2023-0429 to regulate the discharge of groundwater that may or may not be impacted by toxic compounds and/or conventional pollutants during construction activities. The Project must ensure any construction activities prevent water quality degradation through implementation of Project specific BMPs. The Project would demonstrate compliance with effluent limitations for priority pollutants using sample reporting protocols as defined by the SWRCB, and submitted to the SWRCB for review and approval. Through compliance with State, regional, and local requirements, there would be a less than significant impact to water quality during construction activities.

### ***Long-Term Operational Water Quality Impacts***

Water quality standards for discharges to municipal storm drainage systems in the City of Long Beach are set forth in Los Angeles RWQCB issued Order No. R4-2021-0105 (MS4 permit). Project operation is expected to generate the same categories of pollutants that project construction would. An LID plan, prepared for the Project in accordance with the City's MS4 Permit, specifies BMPs that would be implemented during Project design and operation to minimize stormwater pollution. The City of Long Beach issued a LID BMP Design Manual (LID Manual) in 2010, with amendments in 2013, presenting guidance on design of LID BMPs. The LID Manual prescribes BMPs for managing and capturing stormwater runoff in the following descending priority order:

1. Infiltration Systems,
2. Stormwater Capture and Use, or
3. Combination of Above.

The LID Manual permits projects that have demonstrated they cannot manage 100 percent of the water quality design volume onsite through infiltration and/or capture and use BMPs to use a high removal efficiency biofiltration/biotreatment BMP (City of Los Angeles 2016). The LID Plan for the Project determined that infiltration was infeasible due to soil contamination and the proposed geoen지니어ed cap; and geotechnical hazards such as liquefaction, collapsible soils, and/or expansive soils (Appendix J-1). Therefore, the LID Plan chose biofiltration as the BMP for managing and capturing stormwater runoff generated on the Project Site.

### **Proposed Best Management Practices**

Three categories of BMPs are proposed for the Project to meet the requirements set forth in the City's MS4 Permit:

- 1) Nonstructural Source Control BMPs reduce the potential for pollutants resulting from activities onsite to enter runoff. Nonstructural source control BMPs specified for the Project are the following:
  - Education for property owners, tenants, and occupants,
  - Activity restrictions,
  - BMP maintenance,
  - Employee training, and

- Common area catch basin inspection.
- 2) Structural Source Control BMPs are components of the Project design intended to reduce the potential for pollutants to enter runoff. Structural source control BMPs specified for the Project are the following:
- Storm drain message and signage (e.g., “Drains to Ocean” on storm drain inlets), and
  - Outdoor trash storage and waste handling area design (e.g., berms surrounding trash storage areas to prevent stormwater from running on to those areas).
- 3) Biofiltration BMPs are components of the Project design that would remove pollutants from contaminated stormwater before the water is discharged offsite. Any biofiltration BMPs would be designed and/or located to restrict infiltration of water into the capped waste material. Biofiltration BMPs specified for the Project are the following, as depicted in Appendix J-1:
- Modular Wetlands Biofiltration System: a constructed open-topped chamber containing, from top to bottom, vegetation, mulch, and bioretention media. Treated effluent from the chamber would be discharged to a proposed storm drain discharging to an existing municipal storm drain.
  - Stormwater Detention System: two sets of three 60-inch-diameter storage pipes, one set in the west part of the Project Site and the second set in the east side. Stormwater discharged from the storage pipes would be directed to the modular wetlands for treatment; then released into municipal storm drains.

As described above, the Project Site was formerly used as an oil brine water treatment facility where water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. In order to develop the Project Site in a manner that improves existing site conditions, the DTSC required implementation of a Project-specific Response Plan (Appendix I-10) to address historical site contamination, which involves installing an engineered asphalt cap with an approved waterproofing mat across the majority of the site, as well as an alternative cap (like a geosynthetic clay liner) under landscaped areas along the perimeter of the site outside of the asphalt cap area, to prevent water infiltration from contacting the impacted sump material under portions of the Project Site. At Project completion, the entire Project Site would be impervious. As such, the completed Project would generate more runoff than the existing conditions and the storm water runoff from the Project Site could implicate the Project Site’s environmental condition. In order to ensure the Project would not result in stormwater runoff impacts from additional impervious surfaces on-site, the Project would implement LID features as described above, such as the biofiltration system and stormwater detention system. Additionally, as described in further detail below, the runoff would be captured on-site, treated and deposited and directed towards the municipal stormwater system. All existing and proposed storm drains would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material.

As stated in Section 3.0, Project Description, the Project Site would be separated into eight drainage areas (Areas A through H), and two separate LID drainage management areas (DMA A and B). Drainage Area A (comprised of 2.2 acres), Area B (comprised of 2.4 acres), Area C (comprised of 2.0 acres), Area D (comprised of 2.1 acres), and Area G (comprised of 0.3 acre) would drain southwest towards LID feature area DMA A, which consists of a stormwater detention and wetland biofiltration system. The overall system is designed to accommodate the volume of water produced by a 0.75-inch storm event, as required by the City’s LID Ordinance. DMA A has a storage capacity of 33,499 cubic feet (cf), which exceeds the required storage capacity of 32,550

cf, and would comply with MS4 permit and LID requirements. Drainage Area E (comprised of 1.9 acres), Area F (comprised of 1.0 acre and Area H (comprised of 1.3 acres) would drain southeast towards LID feature area DMA B, which is comprised of another stormwater detention and wetland biofiltration system. DMA B has a storage capacity of 15,988 cf, which exceeds the required storage capacity of 15,528 cf, and also would comply with MS4 permit and LID requirements. The detention system will use high density polyethylene (HDPE) storm drain pipes to ensure durability, water-tightness, and prevent leakage and cross-contamination with the adjacent soils.

Onsite drainage would generally be directed towards a series of new catch basins and underground storage pipes along the site perimeters, which would convey stormwater to the two proposed detention systems located along the western and eastern site and consisting of multiple underground cisterns. The system will store stormwater during storms and then release it into municipal storm drains at a controlled rate so that the post-project runoff rate does not exceed the pre-project rate; and to avoid exceeding the storm drains' capacities. One detention system is located along the eastern site boundary (DMA B) and the other along the western boundary (DMA A), and stormwater discharged from the detention systems would be directed to the two proposed biofiltration systems located on their respective ends, comprised of modular wetlands for treatment, and then the treated stormwater is ultimately conveyed into the municipal storm drains located along the southern portion of the site towards the proposed extension of North Pacific Place northwest and Ambeco Road. Both detention systems would have a greater stormwater capacity than required by the City of Long Beach and MS4 permit. Exhibit 3-4, LID Plan, in Section 3.0, Project Description, illustrates the layout and components of the proposed stormwater management system for the Project.

Operational impacts related to requirements for discharges to stormwater would be less than significant with implementation of the Project LID Plan.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Temporary Water Quality Impacts: A less than significant impact would occur and therefore no mitigation is required.

Operational Water Quality Impacts: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified less than significant impacts related to water quality.

**Threshold 4.9b**      ***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? And***

**Threshold 4.9e**      ***Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***



As discussed previously, the Project Site is located over the Coastal Plain of Los Angeles Groundwater Basin, West Coast Subbasin; and the WRD is designated as the Watermaster under a court judgment to manage groundwater pumping and certain groundwater storage efforts in the Subbasin (WRD 2023).

In the existing condition, the entire Project Site is pervious and available for infiltration of rainwater into soil. However, the Site is not used for intentional groundwater recharge and groundwater pumping rights are set by a court judgment. Therefore, Project development would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. In addition, the Project does not propose groundwater supply wells. As mentioned above, the LBWD supplies water to the City and forecasts that it will have sufficient water over the 2020–2040 period to meet municipal water demands (City of Long Beach 2016). Thus, demand for municipal water by the Project would not reduce groundwater supplies. As the Project would not impede sustainable groundwater management of the basin and does not propose any groundwater supply wells, the Project would not conflict with or obstruct the applicable water quality and groundwater basin plans. Further, the engineered cap would be constructed to prevent water infiltration from contacting the impacted sump material under portions of the Project Site and infiltrate into the groundwater.

Therefore, the Project would result in a less than significant impact related to groundwater supplies or recharge, and it would not conflict with applicable water quality/groundwater management plans.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Groundwater Supplies or Recharge: A less than significant impact would occur and therefore no mitigation is required.

Water Quality Control Plan or Sustainable Groundwater Management Plan: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified less than significant impacts related to water quality.

<b>Threshold 4.9c</b>	<b><i>Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</i></b>
	<b><i>(i) result in substantial erosion or siltation on- or off-site?</i></b>
	<b><i>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or</i></b>
	<b><i>(iii) create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;</i></b>
	<b><i>(iv) impede or redirect flows?</i></b>

As discussed further below, development of the Project would change the drainage pattern of the Project Site and require implementation of BMPs to appropriately manage stormwater runoff.

The Project Site currently does not have a permanent<sup>6</sup> stormwater management system. There is an existing Caltrans manhole just outside of the southwest corner property line of the Project Site which connects to an offsite existing 30" reinforced concrete pipe (RCP). This existing 30" RCP is a Caltrans owned and maintained storm drain line which carries stormwater southwest from the manhole through the adjacent LACFD property to the LA River. There is also a 30" RCP which runs northeast from the offsite Caltrans manhole partway across the Project Site. However, there are no permanent stormwater inlets on the Project Site to capture stormwater and direct it to the existing RCPs or offsite Caltrans system.

During Project construction and as discussed in further detail above, compliance with the Construction General Permit and the preparation of a SWPPP has ensured and would continue to ensure that any impacts to downstream waters resulting from construction activities on the Project Site would be less than significant. Erosion-control and treatment-control BMPs have been and would continue to be implemented per NPDES requirements. The Project-specific SWPPP has been prepared, approved, and implemented for construction activities related to the Surcharge, and will continue to be implemented during future Project construction activities. As detailed in Section 1.7 of the current SWPPP, the Project would ensure compliance with the SWPPP beyond construction with annual report requirements to be reported to the LA RWQCB.

As discussed above, for Project operations, the Project would include construction of a permanent stormwater management system comprised of storm drains, detention systems, and biofiltration units. The two detention systems combined would have capacity for 33,499 cfs and 15,988 cfs, greater than the required volume of 32,500 cfs and 15,528 cfs by the City of Long Beach and MS4 permit. After a storm, stormwater would be released from the detention systems into the biofiltration units and then into existing municipal storm drains, over approximately 72 hours. Biofiltration systems are highly effective at removing sediment (CASQA 2023). Additionally, the LID system must meet water quality-related waste discharge requirements in addition to volume requirements. Therefore, Project development would not cause substantial erosion or siltation on- or off-site or contribute substantial additional sources of polluted runoff because the onsite system is designed to control erosion or siltation to the standards set by the City's MS4 permit to ensure that Project operations do not impair or contribute to impairment of the beneficial uses of surface waters. The Project also would not provide substantial additional sources of polluted runoff because the biofiltration BMPs that will be part of the Project Site's stormwater management system remove pollutants from contaminated stormwater and treat it onsite to meet the water quality standards set by the City's MS4 permit before the water is discharged offsite into the municipal system.

In addition, Project development would not increase the rate or amount of stormwater runoff draining off the Project Site. As discussed above, the proposed stormwater management system includes detention systems that comply with the City's MS4 and LID requirements. Detention systems store stormwater during storms and then release it into municipal storm drains at a controlled rate so that the post-project runoff rate does not exceed the pre-project rate; and to avoid exceeding the storm drains' capacities. Thus, Project development would not cause flooding on- or off-site and would not exceed the capacities of existing storm drains to which Project Site runoff would be discharged.

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<sup>6</sup> As previously discussed, there are temporary BMPs in place pursuant to the SWPPP to manage stormwater during Project construction, but these are not permanent stormwater management systems. Prior to the installation of the SWPPP BMPs, no stormwater management system existed onsite.

In addition to on-site improvements as stated above, the Project would include off-site stormwater improvements. To collect stormwater that originates offsite and flows to North Pacific Place, two catch basins would be installed in North Pacific Place and a new offsite 36" RCP storm drain line would be installed from North Pacific Place extending around the southern perimeter of the Project Site, to be dedicated to the City, which would eventually connect to an existing Caltrans pipe at the southwest corner of the Project Site. This is depicted on the offsite drainage plans included as Appendix J-2 of this DEIR. These would be improvements to the regional infrastructure, which would improve stormwater management off-site for nearby properties.

Prior to implementing the SWPPP BMPs as part of the Surcharge program, stormwater infiltrated into the pervious Project Site or sheet flowed across the Project Site towards the Los Angeles River, and there were no storm drain inlets onsite or offsite to direct the Project Site's stormwater towards storm drain facilities. As discussed above, stormwater is currently being directed toward the existing Caltrans storm drains offsite through the temporary BMPs in place pursuant to the SWPPP. Following construction of the Project, the Project site would be impervious and re-direct flows of stormwater compared to the pre-Project condition. The proposed permanent stormwater management system on the Project Site would capture and direct runoff into the onsite drainage features. However, the change in the onsite drainage pattern would not impede or redirect flows of a stream or river or other surface waters that would cause adverse effects onsite or offsite. Redirecting the flow of surface waters through implementation of the SWPPP and permanent stormwater management system would be an improvement over the pre-Project condition because stormwater will now be treated and directly funneled, and released at a controlled rate, into the City's MS4 system.

Impacts related to the Site's drainage pattern would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Erosion or Siltation: A less than significant impact would occur and therefore no mitigation is required.

Flooding: A less than significant impact would occur and therefore no mitigation is required.

Capacity of Storm Water Drainage Systems or Polluted Runoff: A less than significant impact would occur and therefore no mitigation is required.

Flows: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified less than significant impacts related to drainage patterns.

### **Threshold 4.9d      *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

The Project Site is outside of 100-year flood hazard zones (City of Long Beach 2022). The Project Site is not in a dam inundation area mapped on the California Department of Water Resources Dam Breach Inundation Map (DWR 2024b). A tsunami is a series of ocean waves caused by a

sudden displacement of the ocean floor, most often due to earthquakes. The Project Site is outside of tsunami flood zones mapped by the CGS (CGS 2023). A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies are close enough to the Project Site to pose a flood hazard to the Site due to a seiche. Development of the Project would not risk release of pollutants due to project inundation due to a flood within a 100-year flood zone, tsunami, or seiche. Impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Release of Pollutants: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the previously prepared MND, which identified less than significant impacts related to inundation.

## **4.9.4 CUMULATIVE IMPACTS**

The cumulative study area with regard to hydrology and water quality is the City of Long Beach. Future development of the Project, in conjunction with the existing development and planned development in the City of Long Beach, may result in a cumulatively considerable impact to surface water runoff due to construction activities in the area and post-development runoff. All construction projects larger than one acre would be subject to the NPDES Construction General Permit requirements for implementation of individual SWPPPs, which outline erosion control, sediment control, wind erosion control, tracking control, non-storm water management and waste management, and materials pollution control BMPs. Additionally, new development and significant redevelopment projects are required to prepare and implement permanent source-control, Site design, and treatment-control BMPs to ensure compliance with water quality goals and compliance with City and MS4 permit requirements.

Cumulative groundwater impacts are considered for the underlying groundwater basins, from which the City provides the majority of its water supply. Increases in the resident population and intensity of development would translate to a greater demand for water and increased pumping of the groundwater basins, as well as greater use of imported water sources. Individual developments would coordinate with their respective water service providers to allow them to provide water service in a timely and adequate manner. The water service provider's groundwater supplies from the Subbasin are controlled by WRDs, designated as the Watermaster for under a court judgment. WRD is responsible for monitoring groundwater levels and water quality, including the operating safe yields of the basin and extraction limits and amounts. Continued management of the groundwater basin would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources.

Cumulative drainage impacts are considered for the Los Angeles River Watershed. Future growth and development within the watershed would increase impermeable surfaces and decrease water percolation areas. Increase in impervious surfaces would increase storm water volumes and flow rates in local and regional drainage channels. However, all development within Los Angeles County is subject to development in compliance with NPDES and local municipal code standards for reducing storm drain capacity impacts. Storm drain infrastructure is incrementally improved

with project-specific design plans that are subject to the review and approval of the local jurisdiction. Project-specific design and utility improvements would prevent negative impacts to regional drainage channel capacity.

As noted above, the Project Site is outside of 100-year flood hazard zones (City of Long Beach 2022) and is not susceptible to dam inundation, seiche, or tsunami. The hazards associated with a tsunami are confined to the shoreline and coastal areas of the City and the Project would not exacerbate this hazard.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Cumulative Impacts: No cumulative impacts related to groundwater recharge or supplies, or drainage patterns or inadequate storm drainage, would occur. Pollutants generated by the Project and cumulative projects in the City would be reduced through compliance with applicable regulations during construction activities and in the long-term. Compliance with the Los Angeles RWQCB's requirements for the water quality certifications and/or WDRs and discharge prohibitions would also prevent long-term storm water quality impacts. A less than significant impact would occur and therefore no mitigation is required.

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## **4.10 LAND USE AND PLANNING**

This section discusses the existing land use and planning setting of the Project Site and assesses the Project's potential impacts related to land use and planning.

### **4.10.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Land Use and Planning analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to land use and planning.

The MND found that as the Project Site is vacant and does not serve as an access route between residential uses or other communities, the Prior Project would not divide an established community. Therefore, the MND found that the Prior Project would have no impacts related to this threshold and no mitigation measures would be necessary.

Additionally, the MND determined that, upon approval of the requested Zone Change and Zoning Variance, and Conditional Use Permits by the City of Long Beach, the proposed land uses would conform with zoning and General Plan policies for the Project Site. Therefore, the Prior Project would have no impacts related to this threshold and no mitigation measures would be necessary.

#### ***MND Mitigation Measures***

No mitigation measures were adopted as part of the MND.

#### **Court Ruling Regarding Land Use and Planning Analysis**

The Court Ruling concluded that the MND's analysis of Land Use and Planning did not comply with CEQA. Specifically, the Court Ruling concluded that, while the City may not have sufficient funding to acquire the privately owned Project Site or there may be other issues suggesting the site is undesirable to accomplish the City's land use policies, the MND did not discuss all relevant and applicable land use plans and policies. It did not, for example, discuss Riverlink or the West Long Beach Livability Implementation Plan even though the City's General Plan incorporates those plans. The Court Ruling stated that, "The City's omission deprived decision makers and the public of the information to allow complete consideration of the environmental impacts of the Project and land use plans and policies – rendering it defective as an informational document."

### **4.10.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The Project Site is vacant, located at the northern end of Pacific Place immediately north of the Interstate 405 Freeway (I-405) in the City of Long Beach, California. The Project Site consists of 14.20 acres and is currently undeveloped.

The Project Site has a General Plan land use designation of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The NI General Plan land use designation allows for light industrial, clean manufacturing and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The NI PlaceType allows a maximum of 36 dwelling units per acre based on lot size and floor area ratio (FAR) between 0.50 and 1.00. While the NI land use designation can allow building heights up to 65 feet (ft),

MAP LU-8, Heights, within the City's General Plan Land Use Element limits the maximum height of the Project Site to 40 ft (City of Long Beach 2019a). IL zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. A detailed description of all uses allowed within areas of the City zoned for IL can be found in Chapter 21.33.060 of the City's Municipal Code. Among other requirements, IL zoned development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55 percent; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft.

### **Surrounding Land Uses**

This paragraph describes the General Plan land use designations and zoning for the properties surrounding the Project Site. Properties along the northern, southern, and western boundaries of the Project Site are zoned as Public Right-of-Way (PR), with General Plan land use designations of Open Space (OS). Property along the eastern boundary of the Project is zoned IL and has a land use designation of Founding and Contemporary Neighborhood (FCN). Properties further north of the Project Site (approximately 160 ft) are zoned for residential (R-1-N) and have a land use designation of Founding and Contemporary Neighborhood (FCN). Properties further east of the Project Site are zoned for Institutional (I) and Park (P) (approximately 170 ft and 345 ft respectively) uses and have a General Plan land use designation of FCN and OS, respectively.

This paragraph describes the actual uses on the properties surrounding the Project Site. The Project Site is bounded to the south by a California Department of Transportation (Caltrans) maintenance station; the I-405 freeway; a ramp from North Pacific Place to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. Beyond the Metro A Line tracks and Del Mar Avenue to the east are Los Cerritos Park, Los Cerritos Elementary School, and single-family residential uses. Vacant land owned by the Los Angeles County Flood Control District, runs along the western boundary of the Project Site. West of the LACFCD property is the LA River, which exists as an engineered concrete channel. West of the LA River are a stormwater detention basin and an equestrian club. The site is bounded to the north by undeveloped land.

## **B. Regulatory Framework**

### **State**

#### ***Senate Bill SB 375***

Signed on September 30, 2008, Senate Bill (SB) 375 provides for a new planning process to coordinate land use planning and regional transportation plans (RTPs) and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires Metropolitan Planning Organizations (MPOs), including Southern California Association of Governments (SCAG), to incorporate a Sustainable Communities Strategy (SCS) in their regional transportation plans that will achieve GHG emission reduction targets set by California Air Resources Board (CARB). There are two mutually important facets to SB 375: reducing vehicle miles traveled and encouraging more compact, complete, and efficient communities for the future. SB 375 also includes provisions for exemptions from or streamlined CEQA review for projects classified as transit priority projects (projects that are consistent with SCS/Alternative Planning Strategy, at least 50 percent residential, minimum 20 dwelling units per acre, and within 0.5 mile of major transit stop or high-quality transit corridor). (SCAG 2016)

## **Regional**

### ***Connect SoCal***

SCAG is designated as a MPO and under state law as a Regional Transportation Planning Agency and a Council of Governments for Los Angeles County and the Project Site. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range RTPs including SCS and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. (SCAG 2024a)

On April 4, 2024, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2024c). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines more than \$751.7 billion in transportation system investments through 2050. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. (SCAG 2024b)

### ***Lower LA River Revitalization Plan***

In 2015, California State Assembly Bill (AB 530) was passed with the intention of reviving the Lower LA River by developing a watershed-based, equitable, community-driven plan. The Lower LA River Revitalization Plan (LLARRP) describes opportunities for improving the environment and residents' quality of life along the LA River, largely by developing open space and parkland along the LA River. The LLARRP was developed by a Working Group chaired by the San Gabriel and lower Los Angeles Rivers and Mountains Conservancy and comprised of forty stakeholder groups, including advocacy organizations, state and federal agencies, and the fifteen cities located within one mile of the river from Vernon to Long Beach. The City of Long Beach has not adopted the LLARRP, though it was a member of the LLARRP Working Group. (LLARRP 2022)

The LLARRP is organized into two volumes and key documents. Volume I of the LLARRP provides an overview of the Lower LA River Working Group efforts, the history of the LA River, and outcomes of the LLARRP. (LLARRP 2022)

Volume II is comprised of the LLARRP's goals and objectives, details of the 155 identified Opportunity Areas, technical analysis of the signature projects, post-plan steps for moving forward, and supporting documents including meeting materials, community input results, and reference documents. (LLARRP 2022)

As a result of numerous meetings and outreach events, iteratively incorporating community input and feedback, the Working Group for the LLARRP identified 155 Opportunity Areas in 15 different jurisdictions (comprised of 14 cities and unincorporated LA County) along 19 miles of the LA River that could be developed into revitalization projects aligned with the guiding principles of the LLARRP Framework described in Volume 2, Chapter 1 of the Plan. The Project Site falls within Opportunity Area 68; additionally, Opportunity Areas 66, 83, 125, and 139 are adjacent to the

Project Site. Seven “signature” projects were identified by the Working Group as “signature concepts” which demonstrate the goals and objectives of the Plan and these areas underwent more detailed analysis; Opportunity Areas 68 and 125 were two of the seven signature projects analyzed. The LLARRP notes that parts of the areas identified in the plan along the LA River are privately owned and therefore present acquisition opportunities. The LLARRP recognizes that constraints to the plan’s implementation include that purchasing private property may be cost-prohibitive and properties along the LA River may have legacy pollutant issues. (LLARRP 2022)

Opportunity Area 68 is comprised of the Project Site, other private property (including the area to the southeast of the Project Site that was evaluated as part of the Prior Project), the LACFCD property adjacent to the Project Site, and two City of Long Beach parcels; specifically, the Opportunity Area is identified as 58 acres, of which 55 percent is privately owned. The following suggestions and input were provided by the Working Group, River Segment Committees and the community: Expanding Dominguez Gap Wetlands, Acquire large industrial parcel to create a park, Habitat restoration, Trail network along southeastern border and throughout parks, Signage/Navigation, Capture/treat stormwater, Groundwater recharge basins with boardwalks and overlooks, Plants/marine species to filter water, Wetlands, Soil contamination, Coastal Prairie, Multi-purpose bridges, Active recreation, and an Eco-revelatory amphitheater. (LLARRP 2022)

The LLARRP specifically acknowledges that a majority of Opportunity Area 68 is privately owned and identifies the existence of soil contamination as a constraint. (LLARRP 2022)

The LLARRP identifies four potential configurations for Opportunity Area 68. Configuration 1, Spreading Basins and Active Recreation, proposes to create spreading and recharge basins at Wrigley Heights River North and active recreation and park space at Wrigley Heights River Park South. Configuration 2, Expanded Spreading Basins, proposes to create spreading and recharge basins at Wrigley Heights River Park North and South. Configuration 3, Based on Long Beach RiverLink, proposes a wetland connected to Dominguez Gap Wetlands, spreading and recharge basins at Wrigley Heights River Park North, and an open space destination containing restored wetland at Wrigley Heights River Park South. Configuration 4, Active and Passive Recreation, proposes a wetland connected to Dominguez Gap Wetlands, create active recreation and multi-use trails at Wrigley Heights River Park North, and an open space destination containing a restored wetland at Wrigley Heights River Park South. (LLARRP 2022)

### ***Los Angeles River Revitalization Master Plan (2007)***

The Los Angeles River Revitalization Master Plan<sup>1</sup> (LARRMP) was adopted by the City of Los Angeles City Council in May 2007.<sup>2</sup> The LARRMP envisions restoring the river’s ecological function, creating a continuous greenway, connecting neighborhoods to the river, and capturing economic opportunities along the river corridor, and is based on community input, technical analysis, and policy considerations. It outlines the vision, goals, values, and benefits of river revitalization, as well as the physical, hydraulic, ecological, and social issues affecting the plan. It also provides recommendations for enhancing flood storage, water quality, public access, and habitat restoration within and adjacent to the river channel. Furthermore, it identifies opportunity areas for demonstration projects, estimates the economic value and impacts of revitalization, and proposes a community planning framework and a river management structure for implementation. The LARRMP focuses on restoration opportunities along the 32 miles of river that flow through

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<sup>1</sup> [https://apps.engineering.lacity.gov/lariverrmp/CommunityOutreach/pdf/LARRMP\\_Final\\_05\\_03\\_07.pdf](https://apps.engineering.lacity.gov/lariverrmp/CommunityOutreach/pdf/LARRMP_Final_05_03_07.pdf).

<sup>2</sup> The City of Long Beach has not adopted the LARRMP.

the City of Los Angeles; as such, the Project Site is not identified in the LARRMP. (Los Angeles 2007)

### **LA River Master Plan**

#### 1996

The 1996 LA River Master Plan (1996 Master Plan) was a multi-objective program for the entire 51-mile LA River, which recognized its primary purpose for flood protection. Adopted in 1996 by the Los Angeles County Board of Supervisors, the plan outlined goals for environmental enhancement, recreational opportunities, and economic development along the 51 miles of the LA River. The plan was developed by the Los Angeles County Public Works in coordination with an Advisory Committee comprised of the cities, agencies, and citizens' groups with an interest along the river. The plan identified ways to improve the river and create community resources through aesthetic and recreational enhancement and flood control. The plan mapped existing facilities and recommended improvements along the entire 51-mile length of the LA River, between Canoga Park and the coast in the City of Long Beach and 9-mile length of Tujunga Wash. The 1996 Master Plan identified four demonstration projects. The Project Site does not lie within any of these demonstration projects. The 1996 Master Plan's appendix on Long Beach and Carson cities depicts the length of the LA River running through those cities, noting various points where potential improvements could be made. Similar to the LLARRP, the large area encompassing the LACFCD property, Project Site, and other public and private properties north and south of the I-405 is outlined and labeled as "Potential Restoration Site; City Proposed Park," but no further details are provided except for a dotted line proposing a connection between the existing trail along the LA River and Pacific Place. (LACDPW 1996)

The 1996 Master Plan's chapter on Jurisdiction and Public Involvement sets forth the Plan's intent: "The Master Plan has been developed in cooperation with the cities along the river and reflects the intent that these cities will maintain control of redevelopment and other land-use decisions within their jurisdictions. The Master Plan suggests possible land uses and means of implementation, but does not infringe on local jurisdictions' authority or on the rights of private landowners. The Master Plan was prepared for long-range planning purposes and does not imply a land acquisition commitment. It lists potential funding sources but does not provide funding assurances for projects. This Master Plan provides a framework, with a limited purpose, for jurisdictions to follow. How fully the plan is implemented depends on the interest and commitment of local communities." (LACDPW 1996)

#### 2022

The Los Angeles River Master Plan 2022 is an update of the 1996 LA County LA River Master Plan. The updated plan was approved and adopted by the County of Los Angeles Board of Supervisors in June 2022. The 2022 Los Angeles River Master Plan does not replace previous plans, rather, it incorporates the recommendations of former plans and provides an organizing framework within which LA County can comprehensively address the future of the LA River. The plan is based on a collection of data describing the physical and social attributes of the LA River system. The plan is organized by a series of goals, actions, and methods. The goals, which include many principles from previous or parallel planning efforts, are intended to guide policy and project development throughout the Master Plan. The plan addresses a wide range of social and environmental aspects of the LA River, the watershed, and the communities along the river. The plan is described as a toolkit for equitable community-driven projects along the river, including infrastructure improvements and parks, while also addressing issues such as climate change, biodiversity loss, and gentrification. (LACDPW 2022)

Section III of the Master Plan includes a database of 278 constructed, in-development, and planned projects across LA County along the 51-mile length of the LA River that present opportunity areas for park expansions, habitat restoration, water quality improvements, and community amenities (LACDPW 2022). It generally identifies two types of projects: “proposed project sites” and “planned major projects.” Those identified as “planned major projects” are derived and repeated from other plans published by the County and other jurisdictions adjacent to the LA River. The Master Plan shows the Project Site in Frame 2: South Plan as part of a planned major project. This planned major project is further described in the Master Plan’s Appendix Volume II Technical Backup as RM 4.4 Wrigley Heights River Park. The Master Plan explains that RM 4.4 is not a new or different opportunity but is included in the Master Plan because it was an opportunity identified in the LLARRP (described above) and part of the Long Beach Riverlink (described below). RM 4.4 comprises 63.7 acres, of which the Project Site is a part. The Plan notes that RM 4.4 is 60 percent privately owned, 25 percent County owned, 5 percent public land (non-County), and 10 percent unclassified. Per the map of RM 4.4, it includes, like Opportunity 68 in the LLARRP, the Project Site, the McDonald Trust parcels, the LACFCD property adjacent to the Project Site, and properties south of the I-405. (LACDPW 2022)

The City of Long beach has not adopted the Master Plan, though it was a member of the Advisory and Steering Committees which coordinated with LA County in the preparation of the Master Plan.

### ***Los Angeles County 2016 Parks Needs Assessment***

In 2016 the County of Los Angeles embarked on a multi-year parks assessment to determine the need for park repairs, new amenities and new parks across Los Angeles County’s incorporated and unincorporated areas. The Parks Needs Assessment (PNA) was adopted by the Los Angeles County Board of Supervisors on July 5, 2016 (LA County 2016). Interdisciplinary spatial analysis as well as multi-agency and facility assessments were conducted throughout the county to establish priorities for a bond measure that was approved by 75 percent of voters in November of 2016. The bond measure assessed properties over the next thirty years to fund park maintenance, new amenities and the development of new parks in communities of need. The results of the assessment’s analysis of park metrics were combined to determine an overall park need level for each Study Area; each study area was designated as either Very Low Need, Low Need, Moderate Need, High Need, or Very High Need. The Project Site falls within the City of Long Beach Central (#97) Study Area; the PNA identified that this Study Area has a park need of Low Need. The PNA identified 10 Prioritized Projects as part of its assessment of Study Area #97. The Project Site was not specifically mentioned as one of the ten Prioritized Projects. It should also be noted, that while the City of Long Beach never adopted this PNA, the City of Long Beach actively participated in the assessment, holding a number of public meetings to gather input about where new parks, recreation facilities, or open space areas were most needed. (LACDPR 2016)

### ***Los Angeles County 2022 Parks Needs Assessment Plus***

The Parks Needs Assessment Plus (PNA+) was adopted by the Los Angeles County Board of Supervisors on December 6, 2022 (LACDPR 2022). The assessment is a focused update to the 2016 Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (PNA) and serves as the County’s 30x30 strategy<sup>3</sup> for land conservation and restoration. PNA+ builds on the 2016 PNA by providing a more in-depth and nuanced understanding of 1) the distribution of environmental benefits and burdens within the County, 2) park access and need considerations for regional parks and open spaces and 3) park needs that are specific to the rural areas of the County (LA County 2022). The plan divides the County into Regional Study Areas and the Project

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<sup>3</sup> Executive Order N-82-20, issued in October 2020 by California Governor Gavin Newsom, established a state goal of conserving 30 percent of California’s lands and coastal waters by 2030 – known as 30x30.

Site falls within the “Gateway” Regional Study Area. The plan identifies the “Former Long Beach Golf Learning Center” (which was formerly located on the Project Site) as a “Regional Specialized Recreation Facility”. The plan defines regional specialized recreation areas as “Formal Outdoor Recreation”, or Single-Use Parks that contain a specialized recreation or cultural facility as the primary use. Examples include golf courses, historic sites, equestrian centers, and amphitheaters that are stand-alone (not contained within a larger park). Similarly to the 2016 PNA, while the City of Long Beach has not adopted the 2022 PNA+, the City did participate in data verification during the creation of the PNA+. (LACDPR 2022)

## **Local**

### ***City of Long Beach General Plan***

The State of California requires that every city and county prepare and adopt a general plan. State law also specifies the content of the plan and requires that it be comprehensive and consistent and that it have a long-term perspective. The City of Long Beach General Plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. By law, the City’s General Plan must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. The City’s General Plan Circulation element is referred to as the Mobility element, its Open Space element is coupled with recreational goals and policies in its Open Space and Recreation element, and its Safety element is divided into two elements: the Public Safety and Seismic Safety elements. The City has also elected to include Air Quality, Historic Preservation, Local Coastal Program, and Urban Design elements. Each element of the approved General Plan is generally described below along with a consistency analysis of the Project with specific goals and policies of the City’s General Plan.

#### **Air Quality Element**

The General Plan Air Quality Element was adopted on December 3, 1996. The Air Quality Element acknowledges the functions which are already performed by federal, state, and regional agencies, and strived to maximize the use of tools available to local governments to promote clean air. The purpose of the Air Quality Element is to promote a healthful air for all residents of Long Beach. The Element identifies objectives and policies related to air quality within the City. Additional information regarding the Air Quality Element and potential air quality impacts resulting from the Project is provided in Section 4.2, Air Quality. The goals and policies of the Air Quality Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1996)

#### **Conservation Element**

The General Plan Conservation Element was adopted on April 30, 1972 and recognizes natural resources and areas of special interest with the City and acts as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The Conservation Element identifies seven subject areas of significance: Harbors, Soils, Water, Marine Biota, Mineral Resources, Wildlife and Vegetation, and Habitats (natural and man-made). The element outlines goals for each of the subject areas of significance. The goals and policies of the Conservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1972)

### Historic Preservation Element

The City's Historic Preservation element was adopted by the City Council on June 22, 2010. The Element was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, the publication entitled "Preparing a Historic Preservation Plan" by Bradford J. White and Richard J. Roddewig, and other applicable state standards and guidelines. The Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Development of the Historic Preservation Element was coordinated with the City's 2030 General Plan update. Primary goals of the Historic Preservation Element are to better integrate historic preservation into City procedures and interdepartmental decisions, and to create a meaningful partnership with the community in order to implement the historic preservation program. Additional information regarding the Historic Preservation Element and potential historic/cultural impacts resulting from the Project is provided in Section 4.4, Cultural Resources. The goals and policies of the Historic Preservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 2010)

### Housing Element

The City's 6<sup>th</sup> Cycle Housing Element was adopted by the Long Beach City Council in February 2022. The Housing Element outlines current and future housing needs of the community, housing resources, constraints to building housing, and a housing plan. The housing plan within the Housing Element Update builds upon and revises the goals, policies and programs of the existing Housing Element to ensure that the City can meet the housing needs of all Long Beach residents through 2029, when the plan is scheduled to be updated again as required by state law. The previous iteration of the Housing Element was adopted on April 2, 2014. Additional information regarding the Housing Element and potential population and housing impacts resulting from the Project is provided in Section 4.12, Population and Housing. The goals and policies of the Housing Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2022)

### Land Use Element

The Land Use Element of the General Plan was adopted by the City Council on December 3, 2019. The Land Use Element directs the long-term physical development of the City by guiding use, form and the characteristics of improvements on the land. It designates the location, types and intensity of housing, businesses, industries, open spaces, public buildings, airports, ports, marinas and other uses in Long Beach. It also focuses on the City's urban form and character by addressing the height and massing of buildings, the relationship between building façades and public sidewalks and streets, and character features such as community gathering places or pedestrian amenities. In essence, the element sets out the ultimate physical pattern of development and how buildings are used in Long Beach. (Long Beach 2019a)



This Land Use Element introduces “PlaceTypes,” a new, more flexible and comprehensive approach to land use planning. The approach differs from traditional land use planning in that it de-emphasizes specific uses and focuses on the form and character of Long Beach’s unique neighborhoods and districts. A number of PlaceType categories, or “districts,” tailored to Long Beach define not only the permitted land uses for specific areas in the City, but also preferred development patterns, streetscapes and urban form features that make urban environments visually interesting and functional places for people. The Land Use Element identifies the following 14 PlaceTypes:

- Open Space
- Founding and Contemporary Neighborhood
- Multi-Family – Low
- Multi-Family – Moderate
- Neighborhood-Serving Centers and Corridors – Low
- Neighborhood-Serving Centers and Corridors – Moderate
- Transit-Oriented Development – Low
- Transit-Oriented Development – Moderate
- Community Commercial Centers and Corridors
- Industrial
- Neo-Industrial
- Regional-Serving Facility
- Downtown
- Waterfront (Long Beach 2019a)

The Project Site is designated as a NI, Neo-Industrial PlaceType. The NI PlaceType allows a maximum of 36 du/ac based on lot size and FAR between 0.50 and 1.00. While a maximum height of 65 ft is allowed within the NI land use designation, MAP LU-8, Heights, within the City’s General plan Land use Element identifies the maximum height of the existing Project Site as 40 ft (City of Long Beach 2019a). The Project proposes General Plan amendments to change the Project Site’s PlaceType to Community Commercial Centers and Corridors and MAP LU-8, Heights to allow for up to five stories at the Project Site. The Project includes an application for the required General Plan amendments.

The land use-related goals and policies of the Land Use Element of the City’s General Plan that are relevant to the Project, as well as a Project consistency analysis, are provided in Table 4.10-1 of this section.

#### Local Coastal Program

The Local Coastal Program for Long Beach, adopted in February 1980, recognizes the complex needs of the City’s various coastal neighborhoods, the advantages and limitations of the urban systems, and the conflicting viewpoints of the public. It further acknowledges the need to balance recreational use of coastal resources with the requirements for protection and preservation if they are to remain viable resources into the next century. The Program, therefore, emphasizes some Coastal Act Policies in some areas, and other Policies in other areas where the greatest public benefit can be achieved without traumatic disruption of the existing community fabric. The distribution of resource types and facilities follows this recognition of differences naturally, as they have different characteristics: port, beach, bay, lagoons, marsh. The same distinction of character is not so clear in many of the landside communities, making decisions relating to land uses more difficult. The goals and policies of the Local Coastal Program that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 1980)

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### Mobility Element

The Mobility Element was adopted in October 2013. This Element describes the existing circulation system and presents the City's future plan for improving the way people, goods, and resources move from place to place. The Mobility Element addresses all modes of travel, including walking, bicycling, riding transit, driving; and discusses other hot topics such as land use, parking and environmental impacts. The Mobility Element serves as a 20-year guide for future decision-making by establishing a vision with goals, strategies and policies to outline the structure of the City's existing and ensuing multimodal transportation means. Additional information regarding the Mobility Element and potential transportation impacts resulting from the Project is provided in Section 4.15, Transportation. The goals and policies of the Mobility Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2013)

### Noise Element

On June 6, 2023, the Long Beach City Council adopted the updated Noise Element of the Long Beach General Plan. The City's Noise Element Update is designed to provide a tailored approach to noise policy across Long Beach neighborhoods and consistent with the City's development policies, including the Land Use Element. The updated Noise Element contains a set of goals, policies and implementation measures to limit noise exposure, particularly in areas with nearby housing, hospital, school or daycare center uses. Additional information regarding the Noise Element and potential noise impacts resulting from the Project is provided in Section 4.11, Noise. The goals and policies of the Noise Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Table 4.10-1. (Long Beach 2023)

### Open Space and Recreation Element

The City's Open Space and Recreation Element was adopted by the City Council on October 15, 2002. Pursuant to California Government Code, four topical areas are required to be covered by Open Space Elements: open space for the preservation of natural resources, open space for the managed production of resources, open space for public health and safety, and open space for outdoor recreation. While each of these topics is covered in the City's Open Space and Recreation Element, to reduce redundancy and present a more integrated, user-friendly General Plan for Long Beach, the material within the Element on open space for the preservation and production of natural resources and open space for public health and safety is somewhat condensed. Additionally, the Open Space and Recreation Element identifies that the City's Land Use, Conservation, Seismic Safety and Public Safety elements contain additional policies related to open space and recreation issues and plans. Additional information regarding the Open Space and Recreation Element and potential recreational impacts resulting from the Project is provided in Section 4.13, Public Services, and Section 4.14, Recreation, and policies of the Open Space and Recreation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2022)

### Public Safety Element

The City of Long Beach Public Safety Element was adopted in 1975. The Public Safety Element contains goals and policies related to fire protection, law enforcement, schools, water, sewer, and storm drain systems as well as other utilities and services, disaster operations, and risk management. This element provides guidance for provision of new and expanded public facilities to support the continued growth of the City, as well as recommendations for both immediate and advance planning actions. Additional information regarding the Public Safety Element and potential public service impacts resulting from the Project is provided in Section 4.13, Public

Services. Table 4.10-1 provides public services and safety related goals and policies of the Public Safety Element that are relevant to the Project and a project consistency analysis. (Long Beach 1975)

### Seismic Safety Element

The City of Long Beach Seismic Safety Element was adopted in October 1988. The Seismic Safety Element provides a comprehensive analysis of seismic factors so as to reduce loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. To achieve maximum feasible safety from seismic risk, the Element focuses upon developmental policies as well as the allocation of future land uses. Additional information regarding the Seismic Safety Element and potential seismic impacts resulting from the Project is provided in Section 4.6, Geology and Soils, and policies of the Seismic Safety Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1988)

### Urban Design Element

The Urban Design Element was adopted in December 2019. This Urban Design Element seeks to aid and shape the continued evolution of the urban environment within Long Beach, while at the same time leveraging the unique relationship of the City to its natural environment. It is concerned with both the preservation of existing neighborhoods that define its unique character and building upon them to allow for continued adaptation and improvement of the built environment. The four main goals of the Element include Creating Great Places; Urban Fabric; Public Spaces; and Edges, Thoroughfares, and Corridors. The goals and policies of the Urban Design Element that are relevant to the Project, as well as a project consistency analysis, are included in Table 4.10-1. (City of Long Beach 2019b)

### ***City of Long Beach Zoning Ordinance***

The City of Long Beach Zoning Ordinance is the primary tool for implementing the City's General Plan. It provides development standards (e.g., setbacks, building height, site coverage, parking, and sign requirements), identifies allowable land uses, and specifies other regulations. In addition to guiding the uses, design and improvements of development projects, the Zoning Ordinance provides detailed guidance for development based on, and consistent with, the land use policies established in the General Plan. The Project Site is currently zoned as Light Industrial (IL); IL zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. The Project proposes a zone change to Commercial Storage (CS); self-storage facilities, recreational vehicle (RV) storage, and accessory car washes are each permitted in the CS zone with a CUP; the Project includes an application for the required zone change and CUPs. (City of Long Beach 2024)

### ***Park, Recreation and Marine Strategic Plan***

#### 2003

In 2003, the City's Parks, Recreation, and Marine (PRM) Department developed a strategic plan to identify issues and potential future challenges to the PRM Department and to develop strategies for meeting them. The 2003 plan incorporated elements from the City's Strategic Plan and was used to guide the PRM Department's recreational programming, park and facility development and improvements, and administrative decisions for the next ten years. This plan has been superseded by the 2022-2032 strategic plan for Long Beach PRM.

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## 2022–2032

On January 18, 2022, the Long Beach City Council approved the adoption of an updated strategic plan for PRM, which supersedes the 2003 Strategic Plan. The plan guides operational, staffing and budget decisions for a 10-year period from 2022 to 2032 and serves as a tool to adapt park services to the community's evolving needs. (Long Beach PRM 2022)

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-85 states that the City will, "Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element." (Long Beach 2019a)

### ***RiverLink***

The RiverLink Plan was developed over the course of four years, between 2003 and 2007. On February 15, 2007, the City of Long Beach Parks and Recreation Commission approved RiverLink. RiverLink was initiated by the PRM Department in collaboration with the San Pedro Bay Estuary Project and a team of graduate students from Cal Poly Pomona. The Plan, which seeks to manage a study of the opportunities to create a continuous greenway along the east bank of the LA River, assesses open space needs of the City and envisions possibilities for connecting west side neighborhoods and greater Long Beach with the LA River greenway. The plan identifies four components of RiverLink: destinations, gateways, pathways, and connections. Destinations are places where accessible open space or habitat restorations are located; Gateways are markers that indicate the entry into the native LA River habitat zone; Pathways are bicycle and pedestrian trails that facilitate movement in and around the neighborhoods to the river; Connections are links that provide access to the pathways or the destinations. The Plan states that, "It is important to note that RiverLink is a conceptual plan. The large majority of the Destinations, Gateways, Pathways, and Connections presented are simply ideas to be discussed and pursued." (Long Beach 2007)

Destination Six within the Plan, Wrigley Heights – North, includes a small portion of the northwest corner of the Project Site. The Plan described the Destination as containing two main parcels that are part of the Los Angeles River flood control right-of-way and a privately owned site used as a driving range. RiverLink does not propose changes to the private driving range (which is how the Project Site was developed and used at the time) and it proposes improving the LA River LACFCD property and northwest corner of the Project Site as a riparian woodland. (Long Beach 2007)

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-86 states that the City will, "Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the Los Angeles River, as well as to connect to existing and future parks, open space and beaches along western portions of the City." (Long Beach 2019a)

### ***I-710 Corridor Community Livability Plan***

In 2006, the City of Long Beach received a Caltrans Environmental Justice Planning Grant to develop a Community Livability Plan, an initiative to address quality of life issues for City neighborhoods affected by the I-710 freeway. The I-710 Corridor Community Livability Plan aims to improve the environmental health, mobility, and livability conditions for the communities living near the freeway in Long Beach, California. The plan has four main chapters: Project and Process, Existing Conditions, Cultural Needs Assessment, and Community Livability Plan. The Community Livability Plan Chapter presents the community assets, corridor-wide improvements, neighborhood improvements, and conceptual designs that are recommended to enhance the livability and quality of life in the corridor. The Plan area consists of a 16.88 square mile zone that

incorporates all public and private parcels and public rights of way located roughly within one mile of the I-710. The Plan area is divided into 29 City neighborhoods; according to the Livability Plan, the Project Site lies within the Los Cerritos neighborhood. The Livability Plan also identifies portions of the Los Cerritos Neighborhood, including the Project Site, that are part of the RiverLink Plan (discussed above). The Livability Plan incorporates ideas from the PRM Department's Green Vision Map, which contains a map of park development projects that the City could implement in the future and "is a general planning tool being used by the Department of Parks, Recreation and Marine to work with conservations agencies and community groups on the implementation of public open space, including wetlands, golf courses, new park projects, and existing parks, beaches and recreational waterways." The Green Vision Map depicts a large area referred to as Wrigley Heights North and Wrigley Heights South, which consists of the same area identified as RM 4.4 in the LA River Master Plan and Opportunity 68 in the LLARRP (both discussed above). The Livability Plan identifies Corridor Recommendations within Chapter 4, Community Livability Plan; the only recommendation applicable to the Project Site is Recommendation Four, which states the following: implementation of multiple parks, open space connectors and gateways to improve access to LA River. Figure 4-1 and Figure 4-2 indicate that the Wrigley Heights Park North is a Riverlink Projects/Future Park Projects as noted on the Green Vision Map. Table 4-1 explains that the RiverLink Open Spaces would be implemented/funded by PRM Departments, as well as possible state and federal funding. (I-710 Corridor Neighborhoods 2006)

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-53 states that the City will, "Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods." (Long Beach 2019a)

### ***The West Long Beach Livability Implementation Plan***

The West Long Beach Livability Implementation Plan is a comprehensive plan that aims to enhance the quality of life in West Long Beach. The plan provides a road-map for selection and prioritization of funding for relevant projects and programs which have been developed by other plans and studies, including the RiverLink, the General Plan Mobility Element, and the I-710 Corridor Community Livability Plan (all discussed above), and outlines plan implementation strategies. According to the Plan, the Project Site falls within the Los Cerritos Neighborhood. The Plan identifies a project near the Project Site entitled "Del Mar Park"; the plan defines the Del Mar Park project as "development of a new park per river Link plan", as well as a project south of the Project Site over the I-405 that it describes as "Expansion of Wrigley Heights park south of 405 as part of River Link; Potential City agreement with LA County to acquire land along the LA River." (City of Long Beach 2015)

The City's General Plan land Use Element's City-Wide Implementation Strategy LU-M-54 states that the City will, "Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects." (Long Beach 2019a)

### ***City of Long Beach Open Space Acquisition Study***

In April 2021, the City of Long Beach City Manager's Office developed the City of Long Beach Park Acquisition Feasibility-Report<sup>4</sup> (Feasibility Report) (included as Appendix K of this DEIR) to study the feasibility of acquiring open space for park development along the LA River consistent

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<sup>4</sup> <https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2021/april-5--2021---open-space-acquisition-study>.

with the 2007 Long Beach Riverlink Plan and the 2007 Lower LA River Master Plan (City of Long Beach 2021) (both discussed above). The feasibility of acquisition and development of the Project Site, 3701 N Pacific Place, as parkland was analyzed as part of the Feasibility Report. The Feasibility Report ultimately determined that 3701 N Pacific Place was not recommended for parkland development (City of Long Beach 2021). The Feasibility Report concluded that the Project Site's "location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default" (City of Long Beach 2021). Moreover, the Feasibility Report identified that "eminent domain would likely be needed to create a public park as the property is not listed for sale [...] should eminent domain be the process by which the property is acquired, many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain" (City of Long Beach 2021)

### ***Bicycle Master Plan***

The City's Bicycle Master Plan is compliant with AB 32 and the Complete Streets Act; the City's Bicycle Master Plan expands upon the City's General Plan Mobility Element by providing further details on bicycle planning and design. The updated Bicycle Master Plan continues to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and as an active, healthy, and prosperous place to live, work, and play. The Master Plan also recommends a series of projects and programs to be implemented by Long Beach in the next few decades. The plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The Plan does identify a bike lane along Pacific Place in Figure 6-5, Vision for a Complete Network. The plan also establishes Bicycle Parking Guidelines; for commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet near the main entrance with good visibility. (City of Long Beach 2016a)

### ***CX3 Pedestrian Plan***

On February 7, 2017, the Long Beach City Council adopted the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan as a technical appendix to the Long Beach Mobility Element. The CX3 Pedestrian Plan provides a framework for increasing access to healthy food options and encouraging physical activity by active transportation in 10 neighborhoods throughout Long Beach. The CX3 Pedestrian Plan provides a guide for the improvement of the walking environment of Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voice for a safe, healthy, and beautiful City. (City of Long Beach 2017)

## **4.10.3 PROJECT IMPACTS**

### **A. Thresholds of Significance**

***Threshold 4.10a***      ***Would the project physically divide an established community?***

***Threshold 4.10b***      ***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?***

### **B. Methodology**

The Project is analyzed for consistency with available planning documents, discussed above in the Regulatory Framework Section, to the extent the plan was adopted for the purpose of avoiding

or mitigating an environmental effect. Information for this section was compiled from the following public planning documents:

- City of Long Beach General Plan
- City of Long Beach Zoning Code
- 2021-2029 Housing Element Update
- Connect SoCal
- Lower LA River Revitalization Plan
- Los Angeles River Revitalization Master Plan (2007)
- LA River Master Plan (1996)
- LA River Master Plan (2022)
- Los Angeles County 2016 Parks Need Assessment
- Los Angeles County 2022 Parks Needs Assessment Plus
- Parks, Recreation and Marine Strategic Plan (2003)
- Parks, Recreation and Marine Strategic Plan (2022-2032)
- Riverlink
- I-710 Corridor Community Livability Plan
- The West Beach Livability Implementation Plan
- City of Long Beach Open Space Acquisition Study
- Bicycle Master Plan
- CX3 Pedestrian Plan

### **C. Standard Requirements**

No standard requirements for this resource topic apply to the Project.

### **D. Impact Analysis**

#### **Threshold 4.10a      *Would the project physically divide an established community?***

The Project Site is bordered by the I-405 freeway to the south; the Metro A Line tracks to the east; and a County owned parcel to the west. The LA River is also located to the west, beyond the aforementioned LACFCD land. A residential community, elementary school, and park are located to the east, across the Metro A Line tracks and Del Mar Avenue from the Project Site. The Project Site is currently vacant and undeveloped. Project development would not divide an established community. As such, the Project would result in no impact pursuant to this threshold.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

No impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The EIR concluded that the Project would result in no impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**Threshold 4.10b      *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?***

The City's General Plan land use designations are defined in terms of 11 PlaceTypes. The General Plan designation for the Project Site is NI, New-Industrial, which permits light industrial, clean manufacturing, and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The Project includes an application for General Plan amendment to change the General Plan PlaceType to Community Commercial Centers and Corridors, which is one of two PlaceTypes that is consistent with the proposed CS zoning discussed below. The General Plan Land Use Element states the Community Commercial Centers and Corridors Place Type is appropriate for sites that will "serve[] [the City's] auto-oriented need for goods and services, promotes commerce and provide[] local jobs...Customers of businesses located in the Community Commercial PlaceType will generally arrive by car and expect to find convenient parking." (City of Long Beach 2019a). If the General Plan amendment is approved, the Project will be consistent with the Community Commercial Centers and Corridors PlaceType as an auto-oriented use that will provide self-storage and RV storage for residents in the vicinity.

The Project also includes an application for a General Plan amendment to change Map LU-8, Heights to allow for up to five stories at the Project Site. If the General Plan amendment to Map LU-8, Heights is approved, the Project, which proposed four stories, will be consistent with Map LU-8.

The City of Long Beach Zoning Designation for the Project Site is IL Light-Industrial. The Project also includes an application for a Zone Change from IL to CS. Self-storage facilities, RV storage, and accessory car washes are each permitted in the CS, Commercial Storage zone with a CUP; the Project includes an application for the required CUPs. The Long Beach Municipal Code Section 21.32.020(E) states that the purpose of the CS zone is to "encourage[] storage uses in areas which are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses." The Project Site, with its environmental history, very limited pedestrian and neighborhood access being surrounded by freeways, vacant property, and nearby light rail tracks, and its isolated location from commercial, retail, neighborhood, and public services, is consistent with the purpose of the CS zone, if the proposed zone change is approved.

The Project also includes an application to add a height overlay of 50 feet to the Project Site per Chapter 21.39 of the City's Municipal Code, including amending Municipal Code Section 21.39.030 to allow height overlays in CS zones. If these zoning text amendments are approved, the Project, which proposes a 44' tall building, will be consistent with its zoning.

The following analysis describes the consistency of the Project with current regional and local plans and policies, which were outlined in further detail in the Regulatory Framework discussion above.

Accordingly, the Project will not conflict with the Project Site's General Plan and zoning designations, if the Project's entitlements are approved.



## **Connect SoCal**

In the development of the demographic and growth assumptions associated with Connect SoCal, SCAG utilized parcel-level existing and future (general plan) land use designations, including PlaceType information. The Project is proposing a General Plan Amendment that would change the Project Site's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors. The Project would involve the development of a commercial self-storage building that is allowed under the proposed Community Commercial Centers and Corridors PlaceType general plan designation. Similar to the land uses allowed under the Neo-Industrial PlaceType, the proposed Community Commercial Centers and Corridors PlaceType does not include residential development and the Project would not directly result in population growth, development, or new land uses different from the projections considered under the Connect SoCal Plan. As such, the Project would be consistent and therefore not conflict with the assumptions utilized to develop Connect SoCal.

## **RiverLink**

As stated in the Regulatory Framework discussion above, Destination Six within the Plan, Wrigley Heights – North, contains the northwest corner of the Project Site. RiverLink described the Destination as containing two publicly owned main parcels that are part of the LA River flood control right-of-way (the LACFCD property) and a privately owned site used as a driving range. At the time RiverLink was created, the Project Site was developed and used as a driving range. RiverLink did not propose any changes to the privately owned and operated driving range. It proposed improving the excess River right-of-way (consisting of the LACFCD property and a small portion of the northwest corner of the Project Site) as a riparian woodland.

The RiverLink notes that it is a conceptual plan, and the potential opportunities presented in it are “simply ideas to be discussed and pursued.” The City has not at this time identified funding sources to acquire and remediate the Project Site, which was and remains a privately owned property, nor has the City sought to acquire the Project Site. As stated in the Feasibility Report, the Project Site is not recommended for parkland development at this time because the Project Site's “location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default.” Moreover, the Feasibility Report identified that eminent domain would likely be needed to create a public park as the property is not listed for sale and many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain. Accordingly, development pursuant to the RiverLink is infeasible at the Project Site. The Project would not prevent the City or another public agency from identifying funding in the future to acquire and remediate the Project Site and develop it as public open space. The Project also does not prevent the adjacent LACFCD property, which is the majority of the RiverLink opportunity identified at this location, to be developed as public open space in the near term. The Feasibility Report in fact identifies the LACFCD property as the top recommended site for new parkland due to feasibility, current use, ownership (publicly owned), direct adjacency to the LA River, and the owner's (County) interest. The Feasibility Report notes that the City and County currently are in discussions to develop the LACFCD property consistent with the RiverLink.

Nevertheless, the Project will implement some aspects of the RiverLink. First, the Project facilitates development of the LACFCD property as public open space because the Project will provide a public easement to the City, stretching from Pacific Place all along the southern property line of the Project Site to the LACFCD property. The easement area can be developed for a future trailhead and trail when the LACFCD project moves forward to ensure beautified, safe, direct public access between Pacific Place and the LACFCD property, LA River, and existing LA River bicycle path, as envisioned by RiverLink. Second, the Project includes native landscaping in the

northwest portion of the Project Site between the Project's perimeter wall and the LACFCD property, which will visually and aesthetically complement development of public open space on the LACFCD property when it is developed. These Project features are consistent with the City's General Plan Land Use Element City-Wide Implementation Strategy LU-M-86 to implement the RiverLink by creating a continuous greenway of pedestrian and bike paths and linkages along the east bank of the LA River.

Because the Project Site is private property and cannot currently be acquired, remediated, and developed as public open space by a public entity, the RiverLink cannot be pursued at the Project Site at this time. The Project does, however, include a public easement to facilitate future development pursuant to the RiverLink. Accordingly, the Project is not inconsistent or in conflict with the RiverLink.

### **Lower LA River Revitalization Plan**

As stated in the Regulatory Framework discussion above, the Project Site is part of LLARRP Opportunity Area 68, which is one of the LLARRP's 155 Opportunity Areas along 19 miles of the lower LA River. Opportunity 68 is 58 acres comprised of the Project Site, the adjacent LACFCD property, and other private and public property north and south of the I-405; 55 percent is privately owned, of which the Project Site is a part. The Working Group, River Segment Committees and the community suggested multiple purposes to utilize Opportunity 68, including but not limited to habitat restoration, park creation, stormwater recharge, and additional public uses. The LLARRP acknowledges that a majority of the Opportunity Area is privately owned. The plan also identifies the existence of soil contamination as a constraint. The LLARRP identifies four potential configurations for Opportunity Area 68, including: 1) spreading basins and active recreation; 2) expanding spreading basins; 3) wetland creation and 4) active and passive recreation.

As stated in the Feasibility Report, the Project Site is not recommended for parkland development because the Project Site's "location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default." Moreover, the Feasibility Report identified that eminent domain would likely be needed to create a public park as the property is not listed for sale and many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain.

No public agency at this time has identified sufficient funding sources to acquire and remediate the Project Site, which was and remains a privately owned property, nor has the City or any other public agency sought to acquire the Project Site. Accordingly, development pursuant to the LLARRP opportunity is infeasible at the Project Site. The Project, however, would not prevent the City or another public agency from identifying funding in the future to acquire and remediate the Project Site and develop it pursuant to the LLARRP. The Project also does not prevent the adjacent LACFCD property, which is a significant portion of Opportunity 68 and the property directly abutting the LA River and existing public bike path, from being developed as public open space in the near term, as discussed in more detail under the RiverLink discussion above. The Feasibility Report states that development of the LACFCD property for these purposes has been prioritized by the City and is currently being pursued by the City and County.

Nevertheless, the Project will implement some aspects of the LLARRP directly implementing the LLARRP's objectives to create more publicly accessible green spaces along the LA River. The Project will provide a public trail easement, as well as native landscaping, along the Project Site's southern, western, and northern property lines. These features will, once the LACFCD property is developed for public open space, provide beautified, safe, and direct public access from North Pacific Place to the LACFCD property, LA River, and existing bike path along the LA River. The

Project therefore facilitates development of the LACFCD property and implementation of the LLARRP. For the above reasons, like with the RiverLink, the Project is not inconsistent or in conflict with the LLARRP.

### ***Los Angeles River Revitalization Master Plan (2007)***

The LARRMP envisions restoring the river's ecological function, creating a continuous greenway, connecting neighborhoods to the river, and capturing economic opportunities along the river corridor.

The vision for the LA River's revitalization includes four basic organizing principles: and associated goals; the Project would be consistent with these organizing principles and goals, as identified and discussed below:

#### **REVITALIZE THE RIVER**

- Enhance Flood Storage
- Enhance Water Quality
- Enable Safe Public Access
- Restore a Functional Ecosystem

The Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces, and the Project would include native landscaping around the Project perimeter. The Project also enhances Water Quality by capping the Project Site, as advised and overseen by DTSC, to ensure that stormwater runoff does not encounter impacted materials under the Project Site given the Project Site's environmental history. As such, the Project would be consistent with this portion of the LARRMP.

#### **GREEN THE NEIGHBORHOODS**

- Create a Continuous River Greenway
- Connect Neighborhoods to the River
- Extend Open Space, Recreation, and Water Quality Features into Neighborhoods
- Enhance River Identity
- Incorporate Public Art Along the River

As stated previously, the Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces. As such, the Project would be consistent with this portion of the LARRMP.

#### **CAPTURE COMMUNITY OPPORTUNITIES**

- Make the River the Focus of Activity
- Foster Civic Pride

- Engage Residents in the Community Planning Process and Consensus Building
- Provide Opportunities for Educational and Public Facilities
- Celebrate the Cultural Heritage of the River

The Project is located adjacent to the LA River and would set aside an easement to provide future pedestrian and bicycle access as previously discussed to improve public access to the LACFCD property and, by extension, the LA River and existing LA River bicycle path. The Project, therefore, would not conflict with this vision and the provision of access would support City-initiated or other activities related to community use of the river.

### CREATE VALUE

- Improve the Quality of Life
- Increase Employment, Housing, and Retail Space Opportunities
- Create Environmentally-Sensitive Urban Design and Land Use Opportunities and Guidelines
- Focus Attention on Underused Areas and Disadvantaged Communities

The Project would provide approximately 10 long term jobs associated with operation of the proposed self-storage facility and short-term jobs during construction activities, which would increase employment opportunities along the LA River. The Project would provide pedestrian access, bicycle storage, and connectivity to public spaces, which would increase access to jobs, goods and services within the City and along the river. In addition, the Project would beautify spaces by including landscaped planters throughout the site, and replacing a vacant, environmentally contaminated site previously used for illegal driving of off-road vehicles. As such, the Project would be consistent with this portion of the LARRMP.

It should be noted that this Plan is a City of Los Angeles document and is not applicable to projects outside of the City of Los Angeles' jurisdiction. Nevertheless, the Project would continue to support the principles and goals as set forth in the LARRMP through provision of an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead linkage be developed. As such, the Project would be consistent with the plan, as it would support pedestrian access and connectivity to public spaces. As such, the Project would not conflict with the LARRMP.

### **1996 LA River Master Plan**

The 1996 Master Plan was a multi-objective program for the entire 51-mile LA River, which recognized its primary purpose for flood protection, and outlined goals for environmental enhancement, recreational opportunities, and economic development. The 1996 LA River Master Plan identified four demonstration projects. The Project Site does not lie within any of these demonstration projects. The 1996 Master Plan's appendix on Long Beach and Carson cities depicts the length of the LA River running through those cities, noting various points where potential improvements could be made. Similar to the LLARRP, the large area encompassing the LACFCD property, Project Site, and other public and private properties north and south of the I-405 is outlined and labeled as "Potential Restoration Site; City Proposed Park," but no further details are provided except for a dotted line proposing a connection between the existing trail along the LA River and Pacific Place.

As discussed previously, the Project Site is privately owned, and no public agency has identified sufficient funding at this time to acquire, remediate, and develop the Project Site for public open space. Accordingly, development pursuant to the 1996 Master Plan is infeasible at the Project Site at this time. The 1996 Master Plan is clear that it is not intended to alter private property rights, nor does it constitute a land acquisition commitment or funding assurance. The Project would not prevent public agencies from taking such action or making such assurances in the future. The Project also does not prevent the adjacent LACFCD property, which is the majority of the 1996 Master Plan's restoration opportunity identified at this location, to be developed as public open space in the near term. The Feasibility Report in fact identifies the LACFCD property as the top recommended site for new parkland due to feasibility, current use, ownership (publicly owned), direct adjacency to the LA River, and the owner's (County) interest. The Feasibility Report notes that the City and County currently are in discussions to develop the LACFCD property.

Nevertheless, the will implement some aspects of the 1996 Master Plan. The Project includes providing a public trail easement, as well as native landscaping, along the Project Site's southern, western, and northern property lines. The 1996 Master Plan chapter on Economic Development states that "[i]ndividuals and businesses owning property along the river channel could enhance the riverfront in conjunction with the development of river trails. Enhancements could include landscaping, tree planting and lunch areas for employees." Consistent with the 1996 Master Plan, the Project's trail easement and landscaping features will, once the LACFCD property is developed for public open space, provide beautified, safe, and direct public access from North Pacific Place to the LACFCD property, LA River, and existing bike path along the LA River.

Additionally, the 1996 Master Plan organized key issues under six general topics and eight goals. The 1996 Master Plan went on to develop a list of objectives, recommendations, and suggested policy changes for each of the six topics and their related goals. The topics and related goals are detailed below. Additionally, Project consistency with each goal is provided below in Table 4.10-1.

**TABLE 4.10-1  
PROJECT CONSISTENCY WITH 1996 LA RIVER MASTER PLAN**

Topic/Goal	Consistency Analysis
<b>Aesthetics</b> <ul style="list-style-type: none"> <li>Improve the appearance of the river and the pride of the local communities in it.</li> </ul>	<b>Consistent.</b> As discussed in Section 4.1, Aesthetics, Project grading and site preparation activities removed the dilapidated remains of the driving range and undeveloped, partially vegetated land. The Project would include native landscaping around the perimeter of the Project Site and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project Site. In addition, the Project would set aside an easement to provide public access along the southern boundary of the site from Pacific Place to the LA River if and when the neighboring LACFCD property is developed in the future as open space and/or recreation areas. Project implementation would consist of changes limited to the Project Site and would not affect the appearance of the river or the LACFCD land immediately adjacent to the LA River. As such, the project would be consistent with this goal.
<b>Economic Development</b> <ul style="list-style-type: none"> <li>Promote the river as an economic asset to the surrounding communities.</li> </ul>	<b>Consistent.</b> Project construction is expected to generate temporary construction jobs and operation is estimated to generate approximately 10 long-term jobs. As such, the proposed Project would create jobs along the river. Additional details are further discussed in Section 4.12, Population and Housing.

**TABLE 4.10-1  
PROJECT CONSISTENCY WITH 1996 LA RIVER MASTER PLAN**

Topic/Goal	Consistency Analysis
<p>Environmental Quality</p> <ul style="list-style-type: none"> <li>Preserve, enhance, and restore environmental resources in and along the river.</li> </ul>	<p><b>Consistent.</b> The Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a future trail be developed. This would provide a publicly accessible trail/trailhead and ensure additional improvement of the walking environment along the river. In addition, the Project will improve the environmental condition of the area by capping the Project Site, as advised and overseen by DTSC, to ensure that stormwater runoff does not encounter impacted materials under the Project Site given the Project Site's environmental history.</p>
<p>Flood Management and Water Conservation</p> <ul style="list-style-type: none"> <li>Ensure that flood control and public safety needs are met.</li> <li>Consider stormwater management alternatives.</li> </ul>	<p><b>Consistent.</b> Section 4.9, Hydrology and Water Quality, of this EIR evaluated flood hazards. Development of the Project would not risk release of pollutants due to project inundation due to a flood within a 100-year flood zone, tsunami, or seiche. Impacts would be less than significant, and no mitigation is required.</p> <p>Stormwater was also analyzed in Section 4.9, Hydrology and Water Quality, of this EIR. As described in further detail in the aforementioned section, a conceptual low-impact development (LID) plan, prepared for the Project in accordance with the City's MS4 Permit, specifies BMPs that would be implemented during Project design and operation to minimize stormwater pollution. Operational impacts related to requirements for discharges to stormwater would be less than significant with implementation of the Project LID Plan, and no mitigation is required. As such, the Project would be consistent with this policy.</p>
<p>Jurisdiction and Public Involvement</p> <ul style="list-style-type: none"> <li>Ensure public involvement and coordination during Master Plan development and implementation among jurisdictions.</li> </ul>	<p><b>Consistent.</b> For the reasons discussed in detail below regarding the 2022 LA River Master Plan, the Project is not inconsistent with implementation of the Master Plan development.</p>
<p>Recreation</p> <ul style="list-style-type: none"> <li>Provide a safe environment and a variety of recreational opportunities along the river.</li> <li>Ensure safe access to and compatibility between the river and other activity centers.</li> </ul>	<p><b>Consistent.</b> The Project would set aside an easement to provide future public access along the southern boundary of the site to the LA River, should a future trail be developed. This would provide a publicly accessible trail/trailhead and ensure additional access to the river.</p>

As such, the Project would be consistent and not in conflict with the 1996 LA River Master Plan.

### **2022 LA River Master Plan**

The 2022 Master Plan is an update of the 1996 LA County LA River Master Plan and intended to guide policy and project development along the 51-mile length of the LA River. As discussed previously, Section III of the Master Plan includes a database of 278 constructed, in-development, and planned projects across LA County that present opportunity areas. Those identified as "planned major projects" are derived and repeated from prior plans published by the County and other jurisdictions adjacent to the LA River. The Project Site is identified in Frame 2: South Plan as part of a Planned Major Project. This Planned Major Project is further described in the Master Plan's Appendix Volume II Technical Backup as RM 4.4 Wrigley Heights River Park. The Master

Plan explains that RM 4.4 is not a new or different opportunity but is included in the Master Plan because it was an opportunity identified in the LLARRP (described above) and part of the Long Beach Riverlink (described below). RM 4.4 comprises 63.7 acres, of which, like in the LLARRP, the Project Site is a part. The Plan notes that RM 4.4 is 60 percent privately owned, 25 percent County owned, 5 percent public land (non-County), and 10 percent unclassified. Per the map of RM 4.4, it includes, like Opportunity 68 in the LLARRP, the Project Site, the McDonald Trust parcels, the LACFCD property adjacent to the Project Site, and properties south of the I-405.

As explained above, the 2022 Master Plan included RM 4.4, which includes the Project Site, as a Planner Major Project. Because RM 4.4 was merely a reiteration of the opportunities identified in the RiverLink and LLARRP, the Project is not inconsistent or in conflict with the 2022 Master Plan for the same reason it is not in conflict with the RiverLink and LLARRP.

### ***2003 Park, Recreation and Marine Strategic Plan***

In 2003, the PRM Department developed a strategic plan to identify issues and potential future challenges to the PRM Department and to develop strategies for meeting them and incorporated elements from the City's Strategic Plan and was used to guide the PRM Department's recreational programming, park and facility development and improvements, and administrative decisions for the next ten years. This plan has been superseded by the 2022 Park, Recreation and Marine Strategic Plan. As such, further discussion of the 2003 plan is not warranted.

### ***2022 Park, Recreation and Marine Strategic Plan***

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-85 states that the City will, "Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element." (Long Beach 2019a) The City's PRM Strategic Plan serves as a tool to adapt park services to the community's evolving needs, including providing accessible public spaces, offering meaningful recreational programming, prioritizing health equity across the City, building lasting partnerships, connecting with the community, establishing an environmentally sustainable park ecosystem, ensuring a diverse and dynamic workforce, and creating a financially secure operation. The Project proposes development and operation of a self-storage facility, which would not generate direct population growth within the City and would generate approximately 10 permanent jobs related to operation of the proposed self-storage facility. The Project would continue to support the goals and policies as set forth in the PRM Strategic Plan through provision of an accessible pedestrian path located along the north side of the proposed entrance driveway. The Project would also set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead linkage be developed. As such, the Project would be consistent with the 2022 PRM Strategic Plan and General Plan Land Use Element's City-Wide Implementation Strategy LU-M-85, as it would support pedestrian access and connectivity to public spaces.

### ***The West Long Beach Livability Implementation Plan***

The West Long Beach Livability Implementation Plan aims to provide enhancements to the community's physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. The City's General Plan Land Use Element City-Wide Implementation Strategy LU-M-54 states that the City will implement the Plan through land use planning and capital improvement projects. Page two of the plan states that the "plan does not generate new project concepts". According to the Plan, the Project Site falls within the Los Cerritos Neighborhood. The Plan identifies a project near the Project Site entitled "Del Mar Park"; the plan defines the Del Mar Park project as "development of a new park per River Link plan". The Plan also identifies a project south of the Project Site over the I-405 that

it describes as “Expansion of Wrigley Heights park south of 405 as part of River Link; Potential City agreement with LA County to acquire land along the LA River.” It is not clear from the “Del Mar Park” label what RiverLink opportunity it is referencing, but the only RiverLink opportunity that identifies the Project Site is discussed above as Destination 6: Wrigley Heights – North. Because the Plan merely reiterates opportunities identified in the RiverLink, the Project is not inconsistent or in conflict with Plan or General Plan Land Use Element City-Wide Implementation Strategy LU-M-54 for the same reasons it is not in conflict with the RiverLink.

The West Long Beach Livability Implementation Plan identifies livability criteria; the Project would be consistent with these criteria, as identified and discussed below:

#### Community, Safety and Access

- Safe Neighborhoods
- Improve Pedestrian Bicycle and Mobility Access
- Increase Availability/Access to Community Parks, Schools and Open Spaces

The Project would provide two crosswalks to ensure pedestrian safety that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway, which would increase pedestrian infrastructure within the City. The Project would set aside an easement to provide future public access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces. As such, the Project would be consistent with the Community, Safety and Access livability criteria of the Implementation Plan.

#### Economy

- Beautify Neighborhoods
- Increase Availability and Access to Jobs, Goods and Services
- Promote Economic Development

The Project would provide approximately 10 permanent jobs associated with the operations of the proposed self-storage facility and short-term jobs during construction activities, which would increase development and jobs within the City. Remediation of the Project Site and construction of the Project would also promote economic development by putting a long underutilized and environmentally impacted site to beneficial economic use that will create jobs, neighborhood services, and public infrastructure. The development of the Project would provide pedestrian access, bicycle storage, and connectivity to public spaces, which would increase access to jobs, goods and services within the City. In addition, the Project would beautify spaces by including landscaped planters throughout the site, and replacing a vacant site previously used for illegal driving of off-road vehicles. As such, the Project would be consistent with the Economy livability criteria of the Implementation Plan.

#### ***Los Angeles County 2016 Parks Needs Assessment***

The PNA divides the County into a number of study areas; Study Area 97, Long Beach Central, contains the Project Site. The plan places Study Area 97 in the “low” park need category. The Study Area Profile for the Long Beach Central Study Area does not identify any projects or priority



projects which the Project would preclude development of. As such, the Project would not conflict with this plan.

### **Los Angeles County 2022 Parks Needs Assessment Plus**

The PNA+ serves as the County's strategy for land conservation and restoration by providing a more in-depth and nuanced understanding of 1) the distribution of environmental benefits and burdens within the County, 2) park access and need considerations for regional parks and open spaces and 3) park needs that are specific to the rural areas of the County. The plan divides the County into Regional Study Areas and the Project Site falls within the "Gateway" Regional Study Area. The plan identifies the "Former Long Beach Golf Learning Center" as a "Regional Specialized Recreation Facility". The plan defines regional specialized recreation areas as "Formal Outdoor Recreation", or Single-Use Parks that contain a specialized recreation or cultural facility as the primary use. Examples include golf courses, historic sites, equestrian centers, and amphitheaters that are stand-alone (not contained within a larger park). The Plan does not identify any plans, policies, or objectives for Regional Specialized Recreation facilities; moreover, the Former Long Beach Golf Learning Center is no longer present within the Project Site. As such, the Project would not conflict with this plan.

### **I-710 Corridor Livability Plan**

As stated in the regulatory discussion above, the I-710 Corridor Livability Plan aims to improve the environmental health, mobility, fsi%qffgmy~htsintxs%ktw%ymj%htr r zsn%jx%qrl%slsjfw%ymj%kwjj| f~f%fsi% identifies Corridor Recommendations within Chapter 4, Community Livability Plan. The City's General Plan Land Use Element City-Wide Implementation Strategy LU-M-53 states that the City will implement the Plan. The Plan's only recommendation applicable to the Project is Recommendation Four, RiverLink Open Spaces, which states the following: implementation of multiple parks, open space connectors and gateways to improve access to LA River. The Plan also notes the area surrounding the Project Site, including the Project Site, as a RiverLink project by incorporating the Green Vision Map. As noted above, because the Plan merely reiterates opportunities identified in the RiverLink, the Project is not inconsistent or in conflict with Plan or General Plan Land Use Element City-Wide Implementation Strategy LU-M-53 for the same reasons it is not in conflict with the RiverLink.

### **City of Long Beach General Plan**

The City of Long Beach General Plan is a comprehensive plan that must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. Each element of the approved General Plan is generally described below along in Table 4.10-2, Project Consistency with the General Plan, with a consistency analysis of the Project with specific goals and policies of the City's General Plan.

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
<b>Air Quality Element</b>		
Policy 2.4.1	Promote Non-Motorized Transportation.	<b>Consistent.</b> The Project aims to promote non-motorized transportation by providing two crosswalks

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Action 2.4.1.1	Promote the fulfillment of the City bicycle plan and capital improvement program.	that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future offsite trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation. Additionally, the Project is subject to transportation demand and trip reduction measures pursuant to the Long Beach Municipal Code (LBMC) Chapter 21.64, which would further ensure new development is designed to reduce vehicle trips and promote non-motorized transportation.
Action 2.4.1.3	Ensure that all new development is designed and constructed to facilitate and encourage travel by carpool, vanpool, transit, bicycle, and foot.	
Action 2.4.1.8	Provide convenient, secure bicycle parking facilities at public buildings, shopping centers, employment and activity centers, and multi-family developments.	
Action 2.4.10	Ensure that pedestrian walkways are safe, convenient, and aesthetically appealing, especially at major activity centers.	
Policy 2.6.2	Fleet Conversion to Clean Fuels.	<b>Consistent.</b> The Project would provide approximately EV charging stations and EV ready parking spaces in accordance with CalGreen, supporting the use of electric vehicles in the City.
Action 2.6.2.4	Investigate methods of supporting future widespread use of electric vehicles through Code changes that promote or require the availability of electric "re-charge" outlets in new garages, additional Fire Department training regarding the batteries in electric vehicles, and participation in the infrastructure planning for the 1-405 Freeway "EV Corridor."	
Policy 5.1	Manage Growth.	<b>Not applicable.</b> The Project Site has very limited pedestrian and neighborhood access given its isolated location between the Metro tracks, LA River, and freeways. It does not have access or proximity to other commercial, retail, or neighborhood services that could serve the Project Site. It is therefore not located in an area that could capitalize on proximity to transit.
Action 5.1.1	Increase residential densities and commercial intensities close to transit stations to improve the effectiveness and usage of transit and other non-automotive forms of transportation.	
Policy 5.2	Balance Growth	<b>Consistent.</b> Project construction is expected to generate a small number of temporary construction jobs; Project operations are estimated to generate approximately 10 permanent jobs. The Project's operational employment generation is well within regional forecasts for the County and City. As such, the proposed self-storage Project would create jobs. Additional details are discussed further in Section 4.12, Population and Housing.
Action 5.2.2	Improve the jobs/housing balance through new development and redevelopment project reviews and actions.	
Policy 6.1	Control Dust.	<b>Consistent.</b> The Project would incorporate requirements of SCAQMD Rule 403 (RR AQ-1), watering for dust control, during construction. Project air quality emissions during construction and operations would be less than the applicable thresholds, with mitigation. Additional details are further discussed in Section 4.2, Air Quality.
Action 6.1.1	Evaluate current efforts to regulate construction and renovation methods minimizing emissions from building materials and the construction process to ensure their maximum effectiveness, taking into consideration public and private costs.	
Policy 7.1	Energy Conservation	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Action 7.1.4	Encourage the incorporation of energy conservation features in the design of all new construction.	<b>Consistent.</b> Project development would comply with the 2022 Building Energy Efficiency Standards, the 2022 CALGreen code, and the City of Long Beach CAP, which would assist in achieving a reduction of electricity and natural gas use during construction and operations. Additional information is discussed in Section 4.5, Energy.  Additionally, the Project would provide water conservation measures such as high efficiency toilets, automated faucets, and low flow sprinkler heads, where applicable.
Action 7.1.5	Encourage the installation of conservation devices and low energy using/ water consuming appliances in new and existing development.	
Action 7.1.7	Support efforts to reduce greenhouse gas emissions that diminish the stratospheric ozone layer.	
Conservation Element		
Overall Goals of the City		
Goal 1	To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.	<b>Consistent.</b> The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed (which will occur when the LACFCD property is developed for public open space). Should a trail be developed, this easement would provide a publicly accessible trail/trailhead that can connect to the LACFCD property (once developed) and by extension the LA River and bicycle path and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation. The Project would also include native landscaping around the Project Site perimeter, particularly in the northwest corner, which would complement the development of public open space on the LACFCD property when it is developed.
Goal 4	To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements.	<b>Consistent.</b> The Project Site is located on historically hazardous land, with previous uses including an oil brine water treatment facility, five active oil wells, and a soil dredging site. The Project would remediate the existing condition, protecting the public from potential impacts of the Project Site's environmental history, and put the Project Site to economically beneficial use with a self-storage and RV storage facility.
Water Resource Management Goals		
Goal 1	To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City.	<b>Consistent.</b> Long Beach Utilities (LBU) has adequate existing water and wastewater infrastructure to serve the proposed Project. Additional details are discussed in Section 4.17, Utilities and Service Systems.
Soils Management Goals		
Goal 3	To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.	<b>Consistent.</b> The largest source of erosion and topsoil loss is uncontrolled drainage during construction. In compliance with the NPDES permit, erosion potential during construction of the proposed Project has been (during surcharge activities) and will continue to be managed with BMPs implemented on the Project Site

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		as part of a SWPPP during construction activities in accordance with NPDES requirements.
Goals for Other Resources		
Goal 1	To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	<b>Consistent.</b> The Project is not located within the vicinity of any scenic highways. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts and the Project would not result in any disruption of historic buildings.
Historic Preservation Element		
Goal 1	Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.	<b>Consistent.</b> Based on the SCCIC literature review and records searches from 2020 and 2023, there are no cultural resources within the Project Site listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interest lists. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts, and the Project would not result in any disruption of historic buildings.  Additionally, no archaeological resources were observed during the 2020 surveys conducted for the Project Site. Nevertheless, there is always potential for archaeological resources to be uncovered during grading activities, thus resulting in a potentially significant impact. Therefore, with implementation of <b>MM CUL-1</b> requiring that any resources that are inadvertently uncovered during grading be evaluated by a qualified Archaeologist to determine their significance and the need to protect in place; salvage and preserve; or other measure(s) to reduce impacts to important cultural resources, potential impacts to archaeological resources would be reduced to less than significant levels. Additional details are discussed in Section 4.4, Cultural Resources.
Goal 2	Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.	
Policy 2.1	The City shall discourage the demolition and inappropriate alteration of historic buildings.	
Policy 2.3	The City shall continue to use the Secretary of the Interior's Standards as guidelines for appropriate rehabilitation projects, adaptive reuse, or additions to historic structures.	
Policy 2.4	The City shall ensure compliance of all historic preservation, redevelopment, and new construction projects with the CEQA, and Section 106 of the NHPA.	
Housing Element		
No goals, policies, or objectives are applicable to the Project.		
Land Use Element		
Strategy 1	Support sustainable urban development patterns.	<b>Consistent.</b> The Project Site has very limited pedestrian and neighborhood access given its isolated location between the Metro tracks, LA River, and freeways. It does not have access or proximity to other commercial, retail, or neighborhood services that could serve the Project Site. It is therefore not located in an area that could capitalize on proximity to transit and walkability.  Nonetheless, the Project does promote sustainable urban development patterns. Self-storage and RV storage are local serving uses and would provide a secure and close storage location for local residents and businesses. Further, the Project Site is limited in terms of development potential given its isolated location between the Metro tracks, freeways, and the
Policy 1-1	Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		<p>LA River, limited pedestrian and neighborhood direct access, and environmental history. The Project is one of the few uses that can overcome these constraints and remediate and put the Property to an economically beneficial use.</p> <p>The Project would also set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.</p>
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.	<b>Consistent.</b> The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen., supporting future electric vehicle supply equipment.
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.	<b>Consistent.</b> The Project Transportation Impact Analysis (TIA) analyzed both VMT and LOS, per City and State guidelines. According to the City of Long Beach Traffic Impact Analysis Guidelines, projects which generate fewer than 500 trips per day are considered small projects which are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the Project is considered to have a less than significant impact per the CEQA guidelines and would be exempt from a VMT analysis. Additional details are further discussed in Section 4.15, Transportation.
Strategy 3	Maintain a strong, diversified economic base that creates jobs and attracts employers.	<b>Consistent.</b> Project construction is expected to generate a small number of temporary construction jobs; Project operations are expected to generate approximately 10 permanent jobs. The Project's operational employment generation is well within regional forecasts for the County and City. Additional details are further discussed in Section 4.12, Population and Housing.
Policy 3-2	Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.	<b>Consistent.</b> The proposed self-storage facility and RV storage falls under the proposed Community Commercial Centers and Corridors PlaceType designation and would represent a commercial use within the City. The Project demonstrates how the PlaceTypes can be flexibly utilized to facilitate the remediation and productive development of underutilized, historically impacted properties.
Policy 3-3	Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light	<b>Consistent.</b> As stated above, the Project falls under the proposed Community Commercial Centers and Corridors PlaceType designation and the proposed

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
	industrial, artist galleries, studios and limited live/work units.	self-storage use would be consistent with the proposed PlaceType.
Strategy 6	Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services.	<b>Consistent.</b> The Project would develop a self-storage facility including RV storage, which are local serving uses. The Project uses would be consistent with the Community Commercial Centers and Corridors PlaceType General Plan land use designation and the proposed Commercial Storage zoning. The Project would increase employment in the City, with construction expected to generate a small number of temporary construction jobs and operations expected to generate approximately 10 permanent jobs.
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.	
Strategy 7	Implement the major areas of change identified in this Land Use Plan (Map LU-20).	<b>Consistent.</b> Even though the Property will no longer be identified on Map LU-20 as Major Area of Change No. 2 (Convert Industrial Edges to Neo-Industrial Uses) since its PlaceType will change from Neo-Industrial to Community Commercial Centers and Corridors, the Property's proposed General Plan amendments and the Project promote the policies of Policy 7-2 and Policy 7-4. The Project Site's historical oil operations contributes to the site being vacant and difficult to develop today. The Project will convert this underutilized site into a clean, healthy, and environmentally responsible development, similar to the intent of the Neo-Industrial designation. The Project would replace a vacant site historically associated with illegal off-road driving with a self-storage and RV storage, and would remediate the environmentally impacted conditions of the site, as described further in Section 4.8, Hazards and Hazardous Materials. As such, the Project would replace an underutilized industrial site with a more productive commercial use.  The Project also supports Policy 7-10 because the proposed self-storage use would be consistent with the proposed Community Commercial Centers and Corridors PlaceType. The proposed Commercial Storage zoning is consistent with the proposed Community Commercial Centers and Corridors PlaceType.
Policy 7-2	Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.	
Policy 7-4	Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.	
Policy 7-10	Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.	
Strategy 14	Promote the equitable distribution of services, amenities and investments throughout the City.	<b>Consistent.</b> The Project aims to encourage livable communities by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.
Policy 14-4	Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for economic and social opportunities for all community members.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy 14-6	Promote universal design in public and private development to ensure accessibility for people of all abilities	<b>Consistent.</b> The Project would provide accessible features, would comply with all provisions of the Americans with Disabilities Act (ADA).
Strategy 15	Foster community outreach and engagement in planning City projects and programs.	<b>Consistent.</b> The Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search for the Project. The search did not identify any sacred places or objects with cultural value to a California Native American tribe on the Project Site. In both 2020 and 2023, consistent with requirements of Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City of Long Beach sent letters to tribes identified by the NAHC and that have expressed an interest in being consulted regarding Native American resources for projects being undertaken in the City of Long Beach. The City has included the mitigation measures that were agreed upon in the MND based on previous (2020) consultation between the City of Long Beach and the Gabrieleño Band of Mission Indians—Kizh Nation. Accordingly, the Project would incorporate <b>MMs TRIB CULT-1</b> through <b>TRIB CULT-5</b> . Additionally, in 2023, the City responded to a request for consultation from Gabrielino Tongva Indians of California Tribal Council. On April 15, 2024, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council sent preferred Mitigation Measures to the City to be incorporated into the Mitigation Monitoring and Reporting Program. As such, in addition to <b>MM TRIB CUL-1</b> through <b>MM TRIB CUL-5</b> , <b>MM TRIB CUL-6</b> through <b>MM TRIB CUL-11</b> would be implemented to reduce potential impacts to TCRs to less than significant levels. Additional details are further discussed in Section 4.16, Tribal Cultural Resources.
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.	
Policy 15-4	Work with the Native American community to identify ways of incorporating, appreciating and highlighting Native American history and culture in public art, museums, events and where applicable, development projects.	
Strategy 16	Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations.	<b>Consistent.</b> The Project Site is private and not accessible to the public. As described in the Project Description, a Remediation Plan to manage on-site impacted soils from the historical oil development activities on-site would be implemented as part of Project. As such, the Project would assist in reducing the existing on-site environmental burdens.

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
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.	<b>Consistent.</b> The Project conducted a noise analysis, as described further in Section 4.11, Noise. The noise levels from general Project-related construction activities would range from 45 to 71 dBA Leq for the maximum noise levels and 42 to 62 dBA Leq for the average noise levels. The City Noise Ordinance prescribes specific time periods for construction activities that generate noise. Also, the City considers limiting the hours in which construction activity is permitted to the least noise sensitive portions of the day as the primary method of restricting noise from construction. Thus, Project construction activities would not expose persons to or generate noise levels in excess of the applicable standards. To limit annoyance, <b>MM NOI-1</b> would be implemented as part of the Project, requiring a menu of measures to limit the noise from construction activities to noise sensitive receptors. This would reduce construction noise impacts to less than significant. Additional details are further discussed in Section 4.11, Noise.
Strategy 18	Increase open space in urban areas.	<b>Consistent.</b> The Applicant has incorporated landscaping into Project design, with landscaping concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. The schemes would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site. Additionally, the Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
Policy 18-1	Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.	
Policy 18-5	Enhance access to safe open space and recreation facilities for all residents.	
Strategy 20	Preserve, restore and protect water bodies, natural areas and wildlife habitats	<b>Consistent.</b> For construction, the Project has (during surcharge activities) developed and implemented a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. This SWPPP would continue to be implemented during future construction phases. As stated in the LID Plan, the Project would during operations implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Policy 20-5	Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.	
Strategy 21	Reconnect with nature's systems and natural processes.	<b>Consistent.</b> The Project would set aside an easement along the southern boundary of the site to provide



**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy 21-1	Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation.	future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
City-Wide Implementation Strategy LU-M-53	Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods.	<b>Consistent.</b> For the reasons discussed above, the Project is not inconsistent with the I-710 Community Livability Plan and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-54	Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects.	<b>Consistent.</b> For the reasons discussed above, the Project is not inconsistent with the West Long Beach Livability Implementation Plan and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-85	Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element.	<b>Consistent.</b> For the reasons discussed above, the Project is not inconsistent with the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-86	Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the LA River, as well as to connect to existing and future parks, open space and beaches along western portions of the City.	<b>Consistent.</b> For the reasons discussed above, the Project is not inconsistent with the Long Beach Riverlink Plan and therefore is consistent with this implementation strategy.
<b>Local Coastal Program</b>		
As the Project is not located within the Local Coastal Program, this Element would not apply.		
<b>Mobility Element</b>		
Mobility of People (MOP) Policies		
MOP Policy 2-15	Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.	<b>Consistent.</b> The Project would provide approximately 15 bicycle parking spaces along the front parking lot area. As such, the provision of bicycle storage would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.
MOP Policy 2-17	Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOP Policy 5-1	Incorporate “green infrastructure” design and similar low impact development principles for stormwater management and landscaping in streets.	<b>Consistent.</b> During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project would during operation implement BMPs consistent with the City’s MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
MOP Policy 5-2	Reduce vehicle miles traveled (VMT) and vehicle trips through the use of alternative modes of transportation and Transportation Demand Management (TDM).	<b>Consistent.</b> The Project TIA analyzed both VMT and LOS, per City and State guidelines. According to the City of Long Beach Traffic Impact Analysis Guidelines, projects which generate fewer than 500 trips per day are considered small projects which are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the project is considered to have a less than significant impact per the CEQA guidelines and would be exempt from a VMT analysis and would not require a TDM. Additional details are further discussed in Section 4.15, Transportation.
MOP Policy 5-6	Support the development of a network of public and private alternative fuel vehicle charging/ fueling stations Citywide.	<b>Consistent.</b> The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen, which would support the development of alternative fuel vehicle charging stations.
MOP Policy 6-14	Design parking structures to be attractive, pleasant to use, and integrate into the overall urban landscape. Parking facilities should be designed to promote good internal circulation and provide multiple entry, exit, and reversible lanes.	<p><b>Consistent.</b> While the Project does not propose a parking structure, it does propose a surface parking area. Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking, providing attractive components within the parking facility.</p> <p>Additionally, site access would be provided by a proposed extension of Pacific Place northwest and west approximately 360 feet from the existing end of Ambeco Road, which would promote good internal circulation. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building to provide multiple entry and exit points.</p>

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOP Policy 19-1	Plan for and provide appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.	<b>Consistent.</b> The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. Implementation of this new pedestrian infrastructure would improve mobility within the area, consistent with this policy.
MOP Policy 19-2	Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.	<b>Consistent.</b> The Project would be served by existing infrastructure within the area, including the LBU for water and wastewater, the Long Beach Gas Department (LBGD) for natural gas, Southern California Edison (SCE) for electricity, Verizon for telecommunications and Los Angeles County Sanitation District (LACSD) for solid waste. The existing infrastructure is adequate to serve the proposed Project and would not result in the construction of new facilities beyond minor connections to the existing infrastructure. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOP Policy 19-5	Implement low-impact development techniques to reduce and improve the quality of stormwater runoff	<b>Consistent.</b> During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project during operations would implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Mobility of Resources (MOR) Policies		
Strategy No. 17	Provide a safe and secure network of oil and natural gas pipelines.	<b>Consistent.</b> The LBGD provides natural gas to the City and the Project Site. Natural gas demands are expected to be limited to operation of the car wash and hot water to the restrooms. The Project would install gas pipelines onsite and would be responsible to connect to an existing offsite natural gas main. As part of Project construction, all existing and proposed natural gas lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
Strategy No. 19	Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts	<b>Consistent.</b> The LBU has adequate existing water and wastewater infrastructure to serve the proposed Project. The Project would implement a stormwater detention system and biofiltration system that would have capacity to meet City requirements. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-1	Plan for and provide appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOR Policy 19-2:	Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.	<b>Consistent.</b> As stated above, the Project would be served by existing infrastructure within the area, including the LBU for water and wastewater, the LBGD for natural gas, SCE for electricity, Verizon for telecommunications and LACSD for solid waste. The existing infrastructure is adequate to serve the proposed Project and would not result in the construction of new facilities beyond minor connections to the existing infrastructure. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-3	Promote water-efficient fixtures and appliances to reduce water demand.	<b>Consistent.</b> The Project would provide water conservation measures such as high efficiency toilets, automated faucets, and low flow sprinkler heads where applicable. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-5	Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.	<b>Consistent.</b> During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project would during operations implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. These low impact development techniques would reduce and improve the quality of stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Strategy No. 20	Provide for a robust telecommunication system that meets the needs of residents and businesses, promotes economic development, and encourages telecommuting.	<b>Consistent.</b> Verizon California provides land line telephone service for the Project Site. Frontier and Spectrum provide cable television service on and near the Project Site. The Project would install telecommunications lines onsite and would be responsible to connect to existing offsite lines. As part of Project construction, all existing and proposed telecommunications lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 20-3	Maintain and update telecommunications infrastructure at a rate that supports the implementation of quickly evolving technology.	
Noise Element		
Policy N 1-3	Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.	<b>Consistent.</b> The Project would incorporate <b>MM NOI-1</b> , which includes construction hour limitations, and noise reduction features during construction activities. Additionally, the Project would incorporate <b>MMs NOI-2</b> and <b>NOI-3</b> , which require evidence that HVAC units and carwash/mechanical rooms comply with the applicable requirements of the Long Beach Municipal Code during operations. Additional information is discussed in Section 4.11, Noise.
Policy N 1-4	Encourage developers or landowners to incorporate noise reduction features in the site planning process.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy N 2-1	Ensure that developments located in commercial, or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.	<b>Consistent.</b> The noise sensitive receptors nearest to the Project Site are single-family residences and Los Cerritos Elementary School, approximately 160 feet east of the Project Site along the east side of Del Mar Avenue. The primary source of on-site noise would be the HVAC units on the roof of the self-storage building. The Noise Ordinance sets standards for HVAC units. MM NOI-2 would be incorporated into the Project to ensure compliance with the Noise Ordinance 8.80.200.N. Minor on-site noise sources would include vehicles entering and leaving, use of the car wash, and use of the dump station. Mitigation Measure NOI-3 requires a noise study of the car wash to ensure compliance with Municipal Code Section 8.80.160 – Exterior noise limits. Additional information is discussed in Section 4.11, Noise.
Policy N 2-2	Require mitigation measures for new high generating uses adjacent to sensitive receptors	
Policy N 2-3	Require that high generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.	
Policy N 3-3	Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.	<b>Consistent.</b> The Project would implement <b>MM NOI-1</b> , which ensures that noise-generating construction activities shall be limited to the house specified in the Long Beach Municipal Code, Section 8.80.202. SR NOI-1 through SR NOI-3 include construction activity time restrictions on weekdays and federal holidays, Saturdays, and Sundays. Additional information is discussed in Section 4.11, Noise.
Policy N 3-4:	Enforce established hours and routes for delivery trucks and truck traffic.	
Policy N 4-1	Encourage developers to utilize noise absorbing building materials.	<b>Consistent.</b> The car wash would not have a vacuum but may have blowers which are the primary source of noise associated with car washes, and the mechanical room may contain machinery that generates noise. The configuration of the car wash facility, which would include a building enclosure for the mechanical room and partial enclosures for the car wash, would attenuate noise levels by obstructing the line-of-sight between the equipment and the surrounding areas.  Roll-up doors would be included on the northern, southern, and eastern facing walls of the building's first level and would be gray and blue tones, with landscaping installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. Additional information is discussed in Section 4.11, Noise.
Policy N 4-5	Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.	
Policy N 4-7	Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.	
Policy N 5-1	Implement and enforce the City's Noise Ordinance and other applicable noise regulations and standards.	<b>Consistent.</b> The Project would incorporate <b>MMs NOI-1</b> through <b>NOI-3</b> , which require compliance with the Long Beach Municipal Code Section 1.80 (Noise Ordinance) for construction activities, HVAC units, and the carwash/mechanical room. <b>MM NOI-1</b> also includes noise reduction features such as orienting the stationary construction equipment away from noise sensitive receptors and equipping machinery with manufacturer specified or better mufflers. Additionally,
Policy N 5-3	Provide information and guidance to the public and stakeholders on noise issues and solutions, such as noise reduction techniques, noise complaint procedures, and noise mitigation resources.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy N 5-4	Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.	<b>MM NOI-1</b> would require notification of noise sensitive receptors within 300 feet of the Project Site of planned construction two weeks prior to initiation. Additional information is discussed in Section 4.11, Noise.
Policy N 5-5	Commercial delivery truck traffic should avoid residential areas whenever feasible.	
Policy N 5-6	Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.	
Policy N 6-1	Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.	<b>Consistent.</b> The Project Site is bounded to the south by a Caltrans maintenance station; the I-405 freeway; a ramp from Pacific Avenue to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. Vacant land and the Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. The proposed self-storage and RV storage uses would be compatible with these land uses. Additional information is discussed in Section 4.11, Noise.
Policy N 6-2	Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.	<b>Consistent.</b> The Project would comply with all City Noise Ordinance standards, as outlined in <b>MMs NOI-1</b> through <b>NOI-3</b> . <b>MM NOI-1</b> would incorporate specific measures to minimize noise to sensitive receptors, such as nearby residences and the Los Cerritos School. Traffic noise levels would be less than the City’s thresholds, and noise impacts would be less than significant. Additional information is discussed in Section 4.11, Noise.
Policy N 6-4	Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.	
Policy N 10-1	Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.	

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Strategy No. 12	Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.	<b>Consistent.</b> The Project would implement <b>MM NOI-1</b> , ensuring that noise-generating construction activities shall be limited to the house specified in the Long Beach Municipal Code, Section 8.80.202. <b>SRs NOI-1</b> through <b>SR NOI-3</b> include construction activity time restrictions on weekdays and federal holidays, Saturdays, and Sundays. Additional information is discussed in Section 4.11, Noise.
Policy N 12-1	Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.	
Policy N 12-2	Limit the allowable hours for construction activities and maintenance operations near sensitive uses.	
Policy N 12-5	<p>Encourage the following construction best practices:</p> <ul style="list-style-type: none"> <li>• Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.</li> <li>• Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.</li> <li>• Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.</li> <li>• The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.</li> <li>• The construction contractor should use on-site electrical sources to power equipment rather than diesel generators where feasible.</li> <li>• All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator."</li> </ul>	<b>Consistent.</b> The Project would incorporate <b>MMs NOI-1</b> through <b>NOI-3</b> , requiring compliance with the Long Beach Municipal Code Section 1.80 (Noise Ordinance) for construction activities, HVAC units and the carwash/mechanical room. <b>MM NOI-1</b> also includes noise reduction features such as orienting stationary construction equipment away from noise sensitive receptors and equipping machinery with manufacturer specified or better mufflers. Additionally, <b>MM NOI-1</b> would require notification of noise sensitive receptors within 300 feet of the Project Site of planned construction two weeks prior to initiation. Additional information is discussed in Section 4.11, Noise.

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
	<ul style="list-style-type: none"><li>A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.</li></ul>	
Open Space and Recreation Element		
Goal 1.3	Improve appropriate access to natural environments.	<b>Consistent.</b> The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
Goal 1.5	Remediate contaminated sites.	
Policy 1.4	Promote and assist with the remediation of contaminated sites.	
		<b>Consistent.</b> Pursuant to the Response Plan, the Project would include implementation of a Project-specific Remedial Design and Implementation Plan to remediate the historically hazardous uses on-site. These remedial measures would include implementation of management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, requirement of methane/soil gas mitigation under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps ( <b>MM HAZ-1</b> ). Additional information is discussed in Section 4.8, Hazards and Hazardous Materials.
Public Safety Element		
Development Goal 1	Promote the redevelopment of areas, which may present safety problems.	<b>Consistent.</b> The Project Site is located on historically environmentally impacted land, with previous uses including an oil brine water treatment facility, five active oil wells, and a soil dredging site. The Project would remediate the existing site and replace it with a self-storage and RV storage facility. As stated above, these remedial activities include management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, requirement of methane/soil gas mitigation for under buildings and parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps ( <b>MM HAZ-1</b> ). Additional information is discussed in Section 4.8, Hazards and Hazardous Materials.
Development Goal 3	Provide an urban environment, which is as safe from all types of hazards as possible.	
Development Goal 4	Continue to identify existing or proposed uses or activities that may pose safety hazards.	
Development Goal 10	Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors.	
Protection Goal 3	Reduce public exposure to safety hazards.	
Protection Goal 4	Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.	
Remedial Action Goal 1	Isolate areas of hazardous concern from other portions of the City.	



**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Remedial Action Goal 2	Eliminate uses which present safety hazards.	
Seismic Safety Element		
Development Goal 2	Provide an urban environment which is as safe as possible from seismic risk.	<b>Consistent.</b> Earthquake-resistant design and materials used in new construction must meet the current seismic engineering standards of the CBC Seismic Zone 4 requirements (incorporated by reference in the Long Beach Municipal Code), in effect at the time of design and construction of the Project. Compliance with these standards would reduce the risk to people and structures to the maximum extent practicable under current engineering practice. The Geotechnical Study outlines the site- and Project-specific requirements to meet CBC standards and reduce exposure to seismic risk. Additional information is discussed in Section 4.6, Geology and Soils.
Development Goal 5	Encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.	
Protection Goal 1	Reduce public exposure to seismic risks.	
Protection Goal 2	Reduce the potential adverse economic, environmental and social conditions which could result from a major earthquake.	
Remedial Action Goal 1	Eliminate or reconstruct uses and structures which pose seismic risks.	
Urban Design Element		
Policy UD 1-1	Support the goals, strategies, and policies of the General Plan Elements.	<b>Consistent.</b> This table, Table 4.10-2, evaluates consistency with the goals, strategies and policies of the General Plan Elements.
Policy UD 1-8:	Promote universal design in public and private development to ensure accessibility for people of all abilities.	<b>Consistent.</b> The Project would provide accessible features and comply with all provisions of the ADA.
Policy UD 2-3	Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping.	<b>Consistent.</b> The Project would replace and remediate an underutilized vacant site with a self-storage facility. The building exterior would consist of stucco finish with areas of wood paneling, vision and spandrel glass, and metal paneling. Finishes would be primarily shades of gray with blue and wood accents. Landscaping would be installed throughout the Project Site, which would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 2-4:	Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City.	
Policy UD 5-6:	Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.	<b>Consistent.</b> The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen, encouraging the establishment of EV charge points in the City.
Policy UD 6-5	Ensure buildings meet the City's requirements for sustainability and green development, both for construction and operation.	<b>Consistent.</b> Development of the Project Site would comply with the 2022 Building Energy Efficiency Standards, the 2022 CALGreen code, and the City of Long Beach CAP. Which would assist in achieving a reduction of electricity and natural gas use during construction and operations. Additional information is discussed in Section 4.5, Energy.
Policy UD 13-1	Incentivize neighborhood improvements to increase walkable/bikeable access to daily needs, goods/services, and healthy foods, reduce blight, and create safe places to play and congregate	<b>Consistent.</b> The Project aims to promote non-motorized transportation by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River;

**TABLE 4.10-2  
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.
Policy UD 17-1:	Restrict development from encroaching into natural areas to protect viewsheds and access to public space.	<b>Consistent.</b> The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River, should a trail be developed, linking pedestrian access to public spaces within the City in the future.
Policy UD 25-5	Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.	<b>Consistent.</b> As stated above, the Project aims to encourage pedestrian facilities by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. Additionally, landscaping would be provided throughout the Project Site, which would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 40-3	Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.	<b>Consistent.</b> Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. The Project includes four planter schemes including a mix of native and introduced species. The four schemes would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 40-4:	Use planter beds, decorative paving materials, and safe pedestrian paths to break up large areas dedicated to parking.	
Policy UD 40-5	Promote the use of pervious surfaces (including paving), low-impact development strategies, and natural run-off infiltration systems into parking lot design	<b>Consistent.</b> As stated in the LID Plan, the Project during operations would implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. These low impact development techniques would reduce and improve the quality of stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Policy UD 40-6	Enhance driveway access points with ornamental landscaping, accent paving, and lighting.	<b>Consistent.</b> Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking.

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## ***Bicycle Master Plan***

Overall, the City's Bicycle Master Plan aims to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and recommends a series of projects and programs to be implemented by Long Beach in the next few decades. Moreover, the plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The plan also establishes Bicycle Parking Guidelines; for commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet near the main entrance with good visibility. The Project would have a negligible number of employees and would provide approximately 15 bicycle parking spaces along the front parking lot area; this provision would be greater than that required by the Bicycle Master Plan. In addition, the Project will dedicate a public easement along the southern property line of the Project Site that can be developed as a pedestrian and bicycle trail if and when the LACFCD property is developed as public open space. This easement will allow a direct public connection between Pacific Place and the LACFCD property, and by extension the LA River and existing public bicycle path along the LA River. As such, the provision of bicycle storage and public easement would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.

## ***CX3 Pedestrian Plan***

As stated above, the CX3 Pedestrian Plan aims to increase access to healthy food options, encourages physical activity by active transportation, and provides a guide for the improvement of the walking environment within the City. The Project would provide two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement for future pedestrian access along the southern boundary of the Project Site, which would provide access to the LA River should a trail/trailhead be developed, encouraging a walking environment within the City. As such, the Project would be consistent with the CX3 Pedestrian Plan, as it would provide an adequate walking environment and continue to support pedestrian facilities.

Based on the above, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and would therefore result in less than significant impacts pursuant to this threshold.

## **Mitigation Measures**

No mitigation measures are required.

## **Level of Significance After Mitigation**

No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** In accordance with the Court's Ruling, the DEIR analyzes and considers the various open space and recreation opportunity plans raised by the Petitioners in the prior litigation, as well as all other relevant land use plans, policies, and regulations. With regard to the plans that indicate the Project Site as a potential opportunity site for development of public open space and recreation uses, the City has determined that it is infeasible to implement these plans at the Project Site at this time. The Project Site is privately owned, and no public agency has identified funding to acquire and remediate the Project Site at this time and develop it for public uses. Funding and efforts are currently focused on other sites, including the adjacent LACFCD site, that are

much more feasible for development of public uses at present due to current use, ownership, and location. However, the Project will not prevent such funding and efforts in the future for the Project Site, and the Project incorporates features that will in the meantime facilitate the implementation of these plans, including the public trail easement and native landscaping. Accordingly, the DEIR concluded that the Project does not conflict with any land use plan, policy, or regulation and therefore would result in less than significant impacts pursuant to this threshold. Therefore, the Project would result in similar impacts when compared with the impact conclusion in the MND, which also identified less than significant impacts pursuant to this threshold.

#### **4.10.4 CUMULATIVE IMPACTS**

Within the City of Long Beach, recent development actions have continued the ongoing trend of redevelopment of underdeveloped areas. However, previously approved and future development within the City is required to comply with the adopted land use standards, policies, and ordinances, including those set forth in both the General Plan and the Municipal Code. The Project would be consistent with the City's General Plan goals and policies, the City's Zoning Ordinance, and regional planning programs, as modified by the Project. Similar design guidelines would be required for cumulative projects to minimize potential land use incompatibilities for future; therefore, the Project would not contribute to a significant cumulative impact.

##### **Mitigation Measures**

No mitigation measures are required.

##### **Level of Significance After Mitigation**

No impact would occur and therefore no mitigation is required.

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## **4.11 NOISE**

This section discusses the existing noise setting of the Project Site and assesses potential impacts related to noise that could result from the construction and operation of the Project. This section is based on the Noise and Vibration Report, prepared by Psomas, dated April 2024 (Psomas 2024b), which is included as Appendix L.

### **4.11.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Noise analysis for the MND for the Prior Project approved by the City in 2021, determined that implementation of the Prior Project would have less than significant impacts with mitigation incorporated related to noise.

The MND determined that the Prior Project's construction would generate noise that would be audible at nearby sensitive receptors and may be temporarily annoying in the absence of mitigation. Therefore, mitigation measures were required to limit the noise from construction activities to nearby sensitive receptors and would reduce construction noise impacts to less than significant. In addition, the MND determined that noise impacts resulting from the Prior Project's operation would be less than significant with implementation of required mitigation measures. The MND determined that traffic noise generated by the Prior Project would be less than significant and no mitigation measures were required.

The MND determined that the Prior Project would not generate or expose persons or structures to excessive groundborne vibration from the construction phase. Vibration levels would not exceed the damage or annoyance thresholds when construction activities occur under maximum (i.e., closest to the receptor) exposure conditions. Therefore, the MND concluded that impacts from construction equipment vibration would thus be less than significant and no mitigation measures were required.

Lastly, the MND determined that the Project Site is not located within an adopted Airport Land Use Plan. The nearest airport is Long Beach Airport, located approximately two miles east of the Project Site. The Project Site is located outside the Long Beach Airport 65 dBA (A-weighted decibels) CNEL (Community Noise Equivalent Level) noise contours and would not expose people on the Project Site to noise related to airport operations. It was therefore determined that no impact would occur, and no mitigation measures were required.

#### ***MND Mitigation Measures***

The MND required implementation of the following mitigation measures (MMs) regarding noise to reduce potential impacts associated with implementation of the Prior Project to less than significant levels.

**NOI-1** Prior to issuance of grading permits for proposed development of the Artesia parcels and the McDonald Trust parcels, the Project Applicant shall demonstrate that the contracts for the General Contractor and subcontractors, as appropriate, contain the following provisions:

1. Noise-generating construction activities shall be limited to the hours specified in the Long Beach Municipal Code, Section 8.80.202.

2. Equipment and material staging areas and vehicle maintenance areas shall be located on the western portion of the site as far as practicable from sensitive receptors.
3. All construction equipment shall be equipped with manufacturer's specified or better mufflers.
4. Stationary construction equipment, such as generators, welders, and compressors, shall be oriented so that the loudest noise is directed away from sensitive receptors.
5. Residents within 300 feet of the Project Site and the Los Cerritos School shall be notified of the planned construction and construction schedule at least two weeks prior to the start of construction. The notice shall provide a contact for submitting complaints about excessive construction noise.

**NOI-2** Prior to approval of plans through plan check for the Artesia parcels self-storage building, the Applicant shall provide evidence that the HVAC units noise complies with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

**NOI-3** Prior to approval of plans through plan check for the Artesia parcels carwash, the Applicant shall provide evidence that the carwash and mechanical room complies with the requirements of Section 8.80.160 of the Long Beach Municipal Code.

**NOI-4** Prior to approval of plans through plan check for the McDonald Trust parcels warehouse, the Applicant shall post signs at the north truck parking area that limits truck idling to one truck at a time and idling time to less than five minutes. The Applicant shall also post signs at the north parking area requiring refrigerated trucks or other trucks with internal combustion auxiliary power systems to park in the truck parking area west of the warehouse. All sign locations shall be clearly shown on project plans.

**NOI-5** Prior to approval of plans through plan check for the McDonald Trust parcels self-storage building, the Applicant shall provide evidence that the HVAC units noise complies with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

As set forth below, the DEIR analysis confirms that there are no new impacts and no increase in the severity of previously identified impacts beyond those identified in the MND.

## **4.11.2 ENVIRONMENTAL SETTING**

### **A. Existing Conditions**

#### **Noise-Sensitive Receptors**

The City's Noise Element states, "The highest priority for protection from noise are noise sensitive uses or uses typically occupied by groups which are particularly vulnerable to the impacts of noise. Examples of noise sensitive uses include residential neighborhoods, schools, hospitals, religious facilities, libraries, offices and parks" (Long Beach 2023a).

The closest sensitive receptors to the Project Site are the single-family residences located approximately 160 feet east of the Project Site along the east side of Del Mar Avenue. The Metro A line rail tracks are between the Project Site and Del Mar Avenue. Mature trees occupy the space between the railroad and Del Mar Avenue. Other sensitive receptors located within the vicinity of the Project Site include Los Cerritos Elementary School and Los Cerritos Park.

### **Existing Noise Levels**

Noise levels were measured at the Project Site on March 20, 2020. The results of the noise measurements are shown in Table 4.11-1. The primary noise sources at the Project Site are vehicles on the Interstate (I) 405 to I-710 ramp, vehicles on the I-405, and train operations on the Metro A line tracks. Vehicles on the I-710 are a lesser noise source, but audible. These noise measurements were collected during the early stages of the COVID-19 lockdowns (Governor Gavin Newsom issued the statewide “stay at home” order on March 19, 2020), which resulted in lower ambient noise levels than typical conditions, and subsequently, a lower environmental baseline (California 2020). Nevertheless, utilizing lower ambient (i.e., background) noise levels for the noise analysis constitute a more conservative analysis pursuant to the thresholds below for the evaluation of significant impacts of environmental noise attributable to a proposed project.

**TABLE 4.11-1  
EXISTING NOISE LEVELS**

Site Location and Description	Time Started/ Duration <sup>a</sup>	Noise Level (dBA)		
		Minimum	L <sub>eq</sub> (Average)	Maximum
Location 1 (south property boundary)	1:52 PM/22.9 minutes	59.2	64.9	77.5
Location 2 (west property boundary)	2:19 PM/20.6 minutes	63.4	67.1	77.0
Location 3 (northeast property boundary)	2:44 PM/20.5 minutes	54.8	63.4	79.4
Location 4 (southeast property boundary)	3:13 PM/16.1 minutes	58.7	66.1	82.2
dBA: A-weighted decibels; L <sub>eq</sub> : average noise level				
<sup>a</sup> All noise measurements were taken on March 20, 2020				

## **B. Regulatory Framework**

### **State**

#### ***State of California General Plan Guidelines***

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications. The Land Use Compatibility Guidelines are shown in Table 4.11-2. (California 2017)

Appendix G of the CEQA Guidelines<sup>1</sup> establishes thresholds for the evaluation of significant impacts of environmental noise attributable to a proposed project. Under these thresholds, a proposed project would have a significant noise impact if the project would result in:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of excessive groundborne vibration or groundborne noise levels; and
3. 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, exposure of people residing or working in the project area to excessive noise levels. (California 2017)

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<sup>1</sup> Cal. Code Regs., Title 14, Chapter 3, Appendix G.

**TABLE 4.11-2  
LAND USE COMPATIBILITY GUIDELINES FOR NOISE EXPOSURE**

Land Use Type	Community Noise Exposure $L_{dn}$ or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings - Business, Commercial & Professional							
Industrial, Manufacturing, Utilities, Agriculture							
Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
Clearly Unacceptable	New construction or development should generally not be undertaken.						

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

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## **Local**

### ***City of Long Beach***

#### **City of Long Beach General Plan Noise Element**

The Noise Element is a mandatory element of the City of Long Beach General Plan and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975 and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly. (Long Beach 2023a)

Long Beach is an urban, developed City. As with any developed environment, it is subject to numerous noise sources. Major sources of noise include traffic, rail, aircraft, and stationary sources. Many freeways and corridors throughout Long Beach contribute to traffic noise within the City, including I-405, I-605, I-710, State Route 22, State Route 91, Pacific Coast Highway or State Route 1, and Long Beach Boulevard. Rail noise sources include three freight rail lines and one public transit line, the Metro Blue Line, that pass through the City. Aircraft noise is from the Long Beach Airport, located within City limits. It is also noted that the Port of Long Beach is a source of noise in the City. Nevertheless, the Port is located approximately three miles south of the Project Site and would not affect ambient noise levels within the vicinity of the Project Site. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. These truck trips contributed to the ambient noise environment and were captured during the collection of noise measurements. (Long Beach 2023a)

The overall noise environment is a conglomeration of noise from several sources. Mobility sources, including vehicular traffic, rail, aircraft, and watercraft, contribute to the daily transportation-related noise in Long Beach. Special events act as an additional noise source, and occur on a periodic basis. The final category of noise sources is construction and nuisance noises, which includes machinery, heating ventilation and air conditioning systems, compressors, and landscape maintenance equipment among others. (Long Beach 2023a)

Commercial, commercial-industrial, light-industrial, and to a lesser extent residential land uses in the City have the potential to generate high noise levels impacting surrounding land uses. Noise sources from these land uses include stationary sources such as air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Additionally, activities that are not necessarily "stationary" include parking lot activities, truck deliveries, and events, which are oftentimes classified as stationary sources along with the sources mentioned above. (Long Beach 2023a)

"Noise Sensitive receptors," or groups which are particularly vulnerable to the impacts of noise, are given the highest priority for protection by the City. Examples of noise sensitive receptors include residential neighborhoods, schools, hospitals, religious facilities, libraries, offices, and parks. Areas of Long Beach with noise sensitive receptors should be protected through proper land use planning. (Long Beach 2023a)

Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts include aircraft operations, low-frequency music, and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered in assessing the level of impact expected: the potential for damage to

a building or structure and the potential of annoyance to people. Also, similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development. (Long Beach 2023a)

Strategies and policies from the Noise Element that are applicable to the Project are set forth in Table 4.10-1 of Section 4.10, Land Use and Planning, with a Project consistency analysis.

#### City of Long Beach Municipal Code

The City of Long Beach Noise Ordinance is codified as Chapter 8.80 – Noise of the Long Beach Municipal Code. The following would be applicable to the Project:

#### **8.80.130 - Disturbing noises prohibited.**

- A. Notwithstanding any other provision of this Chapter, and in addition thereto, it is unlawful for any person to willfully make or continue, or cause to be made or continued, a loud, unnecessary, or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.
- B. The standards which shall be considered in determining whether a violation of the provisions of this Section exist shall include, but not be limited to the following:
  - 1. The sound level of the objectionable noise;
  - 2. The sound level of the ambient noise;
  - 3. The proximity of the noise to residential sleeping facilities;
  - 4. The nature and zoning of the area within which the noise emanates;
  - 5. The density of the inhabitation of the area within which the noise emanates;
  - 6. The time of day or night the noise occurs;
  - 7. The duration of the noise and its tonal, informational, or musical content;
  - 8. Whether the noise is continuous, recurrent, or intermittent;
  - 9. Whether the noise is produced by a commercial or noncommercial activity.

The Noise Ordinance designates land use districts for the purpose of setting noise standards. The Project Site is in District Three – Predominantly industrial with other land use types also present. The properties to the east and northeast of the Project Site are in District One – Predominantly residential with other land use types also present. (Long Beach 2023b)

#### **Section 8.80.150 – Exterior noise limits.**

Sound levels by receiving land use district sets exterior noise standards for the five districts identified in that Section of the Municipal Code. The Project Site is located within District Three, while the adjacent sensitive receptors are located within District One. The exterior noise standards for Districts One and Three as shown in Table 4.11-3, respectively. (Long Beach 2023b)

**TABLE 4.11-3  
LONG BEACH EXTERIOR NOISE STANDARDS**

Noise District	Noise Level <sup>a</sup>	Time Period
One	50 dBA	7:00 AM–10:00 PM
	45 dBA	10:00 PM–7:00 AM
Three	65 dBA	Any time
dBA: A-weighted decibels <sup>a</sup> Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts. Source: City of Long Beach 2023b		

With respect to exterior noise levels, the Noise Ordinance states the following:

- A. The noise standards for the various land use districts identified by the noise control office as presented in Table 4.11-3 shall, unless otherwise specifically indicated, apply to all such property within a designated district.
- B. No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:
  1. The noise standard for that land use district as specified in Table 21 for a cumulative period of more than thirty (30) minutes in any hour; or
  2. The noise standard plus five (5) decibels for a cumulative period of more than fifteen (15) minutes in any hour; or
  3. The noise standard plus ten (10) decibels for a cumulative period of more than five (5) minutes in any hour; or
  4. The noise standard plus fifteen (15) decibels for a cumulative period of more than one (1) minute in any hour; or
  5. The noise standard plus twenty (20) decibels or the maximum measured ambient, for any period of time.
- C. If the measured ambient level exceeds that permissible within any of the first four (4) noise limit categories in Subsection B of this Section, the allowable noise exposure standard shall be increased in five (5) decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in Subsection B of this Section, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
- D. If the measurement location is on a boundary between two (2) different districts, the noise level limit applicable shall be the arithmetic mean of the two (2) districts. (Long Beach 2023b)

#### **Section 8.80.200 – Noise disturbances – Acts specified**

- E. Loading and unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of ten p.m. and seven a.m. the following day in such a manner as to cause



a noise disturbance across a residential real property line or at any time to violate the provisions of Sections 8.80.150 and 8.80.170;

- N. Air-conditioning or air refrigerating equipment. Operating or permitting the operation of any air-conditioning or air refrigerating equipment in such a manner as to exceed any of the following sound levels measured as specified in the American Society of Heating, Refrigeration and Air Conditioning Engineers Code of Recommended Practices, as outlined in Table 4.11-4, below. (Long Beach 2023b)

#### **Section 8.80.290 – Exemption – From exterior noise standards.**

Section 8.80.290 exempts air conditioning equipment from the exterior noise standards. Standards for air conditioning equipment are provided in Section 8.80.200 – Noise disturbances — Acts specified, subsection N, Air-conditioning, or air refrigerating equipment, which prohibits operating or permitting the operation of any air-conditioning or air refrigerating equipment in such a manner as to exceed any of the sound levels shown in Table 4.11-4.

**TABLE 4.11-4  
AIR CONDITIONING NOISE STANDARDS**

Measurement Location	dB(A)
Any point on neighboring property line, five feet above grade level, no closer than three feet from any wall	55
Center of neighboring patio five feet above grade level, no closer than three feet from any wall	50
Outside the neighboring living area window nearest the equipment location, not more than three feet from the window opening, but at least three feet from any other surface	50
Source: Long Beach 2023b	

#### **8.80.202 - Construction activity—Noise regulations.**

Section 8.80.202 - Construction activity — Noise regulations prohibits construction work “or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity...”

- between the hours of seven p.m. and seven a.m. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday;
- between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday; and
- at any time on Sunday, except when a Sunday work permit is issued. (Long Beach 2023b)

### 4.11.3 PROJECT IMPACT ANALYSIS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

**Threshold 4.11a**      *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Threshold 4.11b**      *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

**Threshold 4.11c**      *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?*

#### B. Methodology

Analysis of existing noise and potential increases in noise associated with implementation of the Project is based on noise monitoring and noise prediction modeling conducted as part of the Project's environmental analysis. Similarly, the analysis of vibration generated during Project construction was conducted based on methodology established by the United States Department of Transportation (USDOT) Federal Transit Administration (FTA). Noise and vibration analysis methodology is further detailed in Appendix L, Noise and Vibration Report, of this DEIR.

Construction noise levels reported in the U.S. Environmental Protection Agency's (USEPA's) Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances were used to estimate future construction noise levels for the Project (USEPA 1971). Typically, the estimated construction noise levels are governed primarily by equipment that produces the highest noise levels. Construction noise levels for each generalized construction phase (i.e., ground clearing/demolition [site preparation], excavation [grading], foundation/building construction [building construction], paving, and finishing and site cleanup [application of architectural coatings]) are based on a typical construction equipment mix for an industrial/retail public works project and do not include use of atypical and/or vibration-intensive equipment (e.g., impact pile drivers). All construction equipment is anticipated to be fitted with the original equipment manufacturer or manufacturer approved equivalent mufflers or intake silencers to maintain, at minimum, published noise emission levels. Vibration levels resulting from Project construction were also calculated and compared to thresholds established for building damage and annoyance assuming that equipment is operating on the Project eastern boundary closest to vibration sensitive uses.

Lastly, operational noise and increases in roadway noise derived from the Project are also discussed.

## C. Standard Requirements

The following standard requirements (SR) are applicable to the Project.

- SR NOI-1** For all noise-producing activities occurring on weekdays and federal holidays, no person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday. (Municipal Code Section 8.80.202)
- SR NOI-2** For all noise-producing activities occurring on Saturdays, no person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition, or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday, except for emergency work authorized by the Building Official. (Municipal Code Section 8.80.202)
- SR NOI-3** For all noise-producing activities occurring on Sundays, no person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity at any time on Sunday, except for emergency work authorized by the Building Official or except for work authorized by permit issued by the Noise Control Officer. (Municipal Code Section 8.80.202)
- SR NOI-4** Owner's/employer's responsibility. It is unlawful for the landowner, construction company owner, contractor, subcontractor, or employer of persons working, laboring, building, or assisting in construction to permit construction activities in violation of provisions in Section 8.80.202 of the City of Long Beach Municipal Code. (Municipal Code Section 8.80.202)
- SR NOI-5** Any person who wants to do construction work on a Sunday must apply for a work permit from the Noise Control Officer. The Noise Control Officer may issue a Sunday work permit if there is good cause shown; and in issuing such a permit, consideration will be given to the nature of the work and its proximity to residential areas. The permit may allow work on Sundays, only between nine a.m. and six p.m., and it shall designate the specific dates when it is allowed. (Municipal Code Section 8.80.202)

## D. Impact Analysis

**Threshold 4.11a** *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

### **Construction Noise**

Nearby sensitive receptors would be subject to elevated noise levels due to the operation of Project-related construction equipment. Construction activities would be carried out in discrete steps, each with its own mix of equipment and, consequently, its own noise characteristics. As

construction progresses, the character of the resulting noise levels would change based on the type and quantity of construction equipment in use. Noise levels reported in the USEPA's *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* were used to estimate future construction noise levels for the Project (USEPA 1971). Estimated construction noise levels are primarily associated with equipment types that produce the highest noise levels. Construction noise levels for each generalized construction phase (i.e., ground clearing/demolition [site preparation], excavation [grading], foundation/building construction [building construction], paving, and finishing and site cleanup [application of architectural coatings]) are based on a typical construction equipment mix for an industrial/retail project and do not include use of atypical, very loud, and vibration-intensive equipment (e.g., impact pile drivers). Project-related construction would not use any atypical, very load and vibration-intensive equipment.

The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Estimated noise levels attributable to the development of the Project are shown in Table 4.11-5. All noise sensitive receptors are east and northeast of the Project Site.

**TABLE 4.11-5  
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES**

Construction Phase	Noise Levels ( $L_{eq}$ dBA)							
	Residential Use North of Los Cerritos School and the School Playground		Los Cerritos School Building		Northern Part of Los Cerritos Park		Southern Part of Los Cerritos Park and Residence South of Park	
	Max (160 ft)	Avg (565 ft)	Max (170 ft)	Avg (520 ft)	Max (345 ft)	Avg (650 ft)	Max (975 ft)	Avg (1,435 ft)
Ground Clearing	74	63	73	64	67	62	58	55
Excavation	79	68	78	69	72	67	63	60
Foundation Construction	67	56	66	57	60	55	51	48
Building Construction	74	63	73	64	67	62	58	55
Paving and Finishing/Site Cleanup)	79	68	78	69	72	67	63	60
$L_{eq}$ dBA: Average noise energy level; Max: maximum; avg: average; ft: feet Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures. Source: USEPA 1971								

Table 4.11-5 shows both the maximum and average noise levels that would occur during construction. Maximum noise levels represent the maximum noise levels that would occur during construction and were calculated using the distance between the closest noise sensitive use/receptor and the closest point of the Project Site. Maximum noise levels would occur only intermittently because construction equipment would move around the Project Site and would be located at the Project Site's boundary for short periods of time.

Average noise levels represent the typical noise levels that would occur during construction and were calculated using the distance between the closest noise sensitive use/receptor and the center of the Project Site.

Noise levels from general Project-related construction activities would range from 51 to 79 dBA maximum noise levels ( $L_{max}$ ) and 48 to 69 dBA average noise levels ( $L_{eq}$ ).

The City of Long Beach does not have quantitative construction noise limits. As described above, Chapter 8.80 – Noise of the City’s Municipal Code prescribes specific time periods for construction activities that generate noise. Also, as noted above, the City considers the primary method of restricting noise from construction to be through limiting the hours in which construction activity is permitted to the least noise sensitive portions of the day. Thus, Project construction activities would not expose persons to or generate noise levels in excess of the applicable standards.

Notwithstanding, construction noise would be audible at the nearby sensitive receptors and may be temporarily annoying, therefore resulting in a potentially significant impact.

## **Operational Noise**

### ***On-Site Noise***

The primary source of on-site noise would be the heating, ventilating, and air conditioning (HVAC) units on the roof of the self-storage building. The City of Long Beach Municipal Code sets standards for HVAC units, as described above in Table 4.11-4.

Minor on-site noise sources would include vehicles entering and leaving the Project Site, use of the car wash, and use of the dump station. On-site vehicles would be moving at low speeds. The car wash station would consist of a mini car wash station with a pressurized hose and two cannister vacuums available for recreational vehicle (RV) owners to manually wash their vehicles. This car wash would not be open to the public and it is anticipated that there would be an average of 8 car washes per day. There would be no blowers, which are the primary source of noise associated with automatic car washes. The car wash station is located approximately 465 feet away from the property line of the nearest noise sensitive use (Los Cerritos Elementary School). This distance would attenuate noise levels by the vacuums and pressurized hose from the car wash to levels that are below the noise limits established in Municipal Code Section 8.80.160 – Exterior noise limits.

Hours of operation for the self-storage facility would be 5 AM to 10 PM. This is the time period in which customers would be permitted access to the facility. The Project Site is located in Noise District Three which limits noise levels to 65 dBA throughout the entire day and the nearby sensitive receptors are in Noise District One which limits noise levels to 45 dBA 10 PM to 7 AM and 50 dBA from 7 AM to 10 PM. Noise from these minor sources would not exceed these limits because loading/unloading activities would primarily occur indoors. Municipal Code Section 8.80.200.E – Loading and Unloading, regulates noise associated with loading and unloading activities.

Therefore, without implementation of mitigation, the Project has the potential to result in a significant impact related to on-site operational noise.

### ***Traffic Noise***

Project-related off-site noise sources (i.e., roadway traffic noise) have the potential to increase noise levels on local roadways proximate to the Project Site. Traffic related noise impacts could occur based on whether Project-related off-site noise sources (i.e. roadway traffic noise) would cause the ambient noise levels measured at the property line of affected noise-sensitive receptors to increase by 3 dBA in CNEL. Operation of the Project would increase traffic as compared to future estimated traffic volumes. As shown in Table 4.11-6, the Project is estimated to only generate a net increase in traffic volumes of between 0.3 - 6.0 percent.

**TABLE 4.11-6  
DAILY VEHICLE TRIPS**

Roadway Segment		Future No Project Volumes (trips)	Future with Project Volumes (trips)	Project Only Volumes (trips)	Percentage Increase of Project Volumes (%)
Wardlow Road	West of Pacific Place	22,032	22,112	80	0.4
Wardlow Road	East of Pacific Place	23,509	23,589	80	0.3
Pacific Place	South of Wardlow Road	13,494	13,574	80	0.6
Pacific Place	Wardlow Road to Off-Ramp	10,663	10,943	279	2.6
Pacific Place	North of Off-Ramp	6,252	6,651	399	6.0
Source: Psomas 2024b					

Table 4.11-7 shows the estimated increase in street segment traffic volumes associated with the Project. Because the Project would result in a maximum of 6 percent increase in average daily vehicle trips, the net increase in noise would be a maximum of 0.3 dBA based on the Federal Highway Administration's RD-77-108 Highway Traffic Noise Model. Noise levels of less than 1 decibel are not discernable to human hearing even under laboratory conditions. An increase of less than 1 decibel would occur in association with the net increase in average daily vehicle trips. Three decibels is considered to be the minimum change that is needed for humans to detect a change in noise levels in outdoor environments. A 3-decibel increase occurs when traffic volumes double on roadways. As such, the Project would not result in a substantial permanent change in noise levels and would result in less than significant noise impacts related to traffic noise.

**TABLE 4.11-7  
TRAFFIC NOISE ANALYSIS**

Roadway Segment		Daily Traffic Volumes				Traffic Noise Levels at 50 feet (dBA CNEL)				
		Existing	Future No Project	Project Only	Future with Project	Existing	Future no Project	Future with Project	Cumulative and Project Change	Change due to Project
Wardlow	West of Pacific	20,300	22,032	80	22,112	74.3	74.7	74.7	0.4	0.0
Wardlow	East of Pacific	22,500	23,509	80	23,589	74.7	74.9	74.9	0.2	0.0
Pacific	South of Wardlow	13,200	13,494	80	13,574	73.3	73.4	73.5	0.1	0.0
Pacific	Wardlow to Off-Ramp	9,700	10,663	279	10,943	72.0	72.4	72.5	0.5	0.1
Pacific	North of Off-Ramp	5,800	6,252	399	6,651	69.8	70.1	70.4	0.6	0.3
Source: Psomas 2024b										

## **Mitigation Measures**

- MM NOI-1** Prior to issuance of grading permits, the Project Applicant shall demonstrate that the contracts for the General Contractor and subcontractors, as appropriate, contain the following provisions:
1. Noise-generating construction activities shall be limited to the hours specified in the Long Beach Municipal Code, Section 8.80.202.
  2. Equipment and material staging areas and vehicle maintenance areas shall be located on the western portion of the site as far as practicable from sensitive receptors.
  3. All construction equipment shall be equipped with manufacturer's specified or better mufflers.
  4. Stationary construction equipment, such as generators, welders, and compressors, shall be oriented so that the loudest noise is directed away from sensitive receptors.
  5. Residents within 300 feet of the Project site and the Los Cerritos School shall be notified of the planned construction and construction schedule at least two weeks prior to the start of construction. The notice shall provide a contact for submitting complaints about any excessive construction noise.
- MM NOI-2** Prior to approval of plans through plan check for the self-storage building, the Applicant shall provide evidence that the HVAC units noise levels comply with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

## **Level of Significance After Mitigation**

Temporary Increases in Ambient Noise: The Project would implement **MM NOI-1**, which requires a menu of measures to limit the noise from construction activities to sensitive receptors and would reduce construction noise impacts to less than significant. Thus, increases in noise related to Project construction would be less than significant with implementation of **MM NOI-1**.

Permanent Increases in Ambient Noise: **MM NOI-2** would be incorporated to ensure compliance with the Municipal Code Section 8.80.200.N – Air Conditioning or Air Refrigerating Equipment. Thus, operational noise impacts from the Project would be less than significant with implementation of **MM NOI-2**.

Traffic Noise: A less than significant Impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** With implementation of **MM NOI-1** and **MM NOI-2**, impacts would be less than significant. This analysis of noise impacts is consistent with the impact analysis in the MND, which identified less than significant impacts with mitigation, pursuant to this threshold.

**Threshold 4.11b** ***Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

## **Construction Vibration**

The Project would not generate or expose persons or structures to excessive groundborne vibration from the construction phase. There are no applicable City standards for vibration-



induced annoyance or structural damage from vibration generated during construction. The California Department of Transportation (Caltrans) has adopted vibration damage thresholds shown in Table 4.11-8 to assess the potential for structural damage from Project-generated vibration.

**TABLE 4.11-8  
VIBRATION DAMAGE THRESHOLD CRITERIA**

Structure and Condition	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50
ppv: peak particle velocity; in/sec: inch(es) per second Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Source: Caltrans 2020		

The structural damage threshold for “Older residential structures”, 0.3 peak particle velocity (ppv) inch per second (in/sec), was conservatively selected for analysis of vibration impacts to residences east of the Project Site.

The Caltrans vibration annoyance potential guideline thresholds are shown in Table 4.11-9. Based on the guidance in Table 4.11-9, the “distinctly perceptible” vibration level of 0.24 ppv in/sec is considered as a threshold for a potentially significant vibration impact for human annoyance.

**TABLE 4.11-9  
VIBRATION ANNOYANCE CRITERIA**

Average Human Response	ppv (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
ppv: peak particle velocity; in/sec: inch(es) per second Source: Caltrans 2020.	

Table 4.11-10 summarizes typical vibration levels measured during construction activities for various vibration-inducing types of equipment.

**TABLE 4.11-10  
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment		ppv at 25 ft (in/sec)
Pile driver (impact)	upper range	1.518
	typical	0.644
Pile driver (sonic)	upper range	0.734
	typical	0.170
Vibratory roller		0.210
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003
ppv: peak particle velocity; ft: feet; in/sec: inches per second		
Source: Caltrans 2020; FTA 2018.		

As shown in Table 4.11-10, pile driving, and blasting are the sources of the most severe vibration during construction. Neither impact pile driving nor blasting would be used during Project construction. Vibratory rollers, large bulldozers, caisson drilling, and loaded trucks may be used during Project construction. The closest sensitive receptors are residences approximately 160 feet east of the Project Site. Table 4.11-11 shows calculated vibration levels at those residences conservatively assuming that equipment is operating on the Project eastern boundary closest to vibration sensitive uses.

**TABLE 4.11-11  
VIBRATION LEVELS AT SENSITIVE USES**

Equipment	Vibration Levels (ppv)
	<i>Residential Use to the East of the Project Site</i>
	(ppv @ 195 ft)
Vibratory roller	0.010
Large bulldozer	0.004
Small bulldozer	0.000
Loaded trucks	0.003
<b>Structural damage threshold</b>	<b>0.300</b>
<b>Exceeds threshold?</b>	<b>No</b>
<b>Annoyance threshold</b>	<b>0.240</b>
<b>Exceeds threshold?</b>	<b>No</b>
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet	
Source: Psomas 2024b	

As shown in Table 4.11-9, vibration levels would not exceed the damage or annoyance thresholds when construction activities occur under maximum (i.e., closest to the receptor) exposure conditions. Impacts from construction equipment vibration would thus be less than significant.

## **Operational Vibration**

The largest sources of vibration generated onsite during Project operation would be the RVs and moving trucks travelling throughout the Project Site. Vibration generated by vehicles and trucks is influenced by a number of factors, including pavement condition; vehicle speed; vehicle weight; type of suspension; and tire condition (under-inflated or over-inflated) [FTA 2018]. Vibration generated by RVs and moving trucks would be minimal due to several factors, namely:

- Condition of pavement onsite: The Project Site would feature new pavement, which would be smooth. Smooth pavement, as opposed to worn pavement riddled with potholes and cracks, mitigates the intensity of vibration generated by trucks, since pavement that contains cracks and potholes increases the force of tires striking the pavement (Transportation Association of Canada 2006).
- Vehicle speed: Trucks and RVs travelling throughout the Project Site would be travelling at low speeds (typically between 5 to 15 miles per hour). According to the FTA, truck speed would need to double to result in a vibration level increase of approximately 4 to 6 VdB (vibration decibels ) (FTA 2018).
- Distance from source to receiver: The distance between the Project Site and the closest sensitive receptor (160 feet from property line to property line and 195 feet from the property line of the Project Site to the nearby single-family residential located along the east side of Del Mar Avenue) would attenuate levels of vibration generated onsite.

Therefore, due to the Project-specific conditions outlined above, vibration generated by RVs and moving trucks traveling throughout the Project Site would not affect nearby sensitive receptors. As a result, potential impacts resulting from operational vibration would be less than significant.

## **Mitigation Measures**

No mitigation measures are required.

## **Level of Significance After Mitigation**

Temporary Groundborne Vibration: A less than significant impact would occur and no mitigation is required.

Permanent Groundborne Vibration: A less than significant impact would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This analysis of noise impacts is consistent with the impact analysis in the MND, which identified less than significant impacts, pursuant to this threshold.

**Threshold 4.11c**     ***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?***

The Project Site is not located within an adopted Airport Land Use Plan. The nearest airport is Long Beach Airport, located approximately two miles east of the Project Site. The Project would be located outside the Long Beach Airport 65 dBA CNEL noise contours and would not expose people working on the Project Site to noise related to airport operations. No impact would occur.

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### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Private Airstrip, Airport Land Use Plan, or Public Airport: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** No impact would result from the Project's implementation with respect to excessive noise levels generated from nearby public airports or private airstrips. This analysis of aviation noise is consistent with the impact analysis provided in the MND, which identified no impacts under this threshold.

#### **4.11.4 CUMULATIVE IMPACTS**

As described above, the Project would result in significant adverse impacts related to construction and operational noise and construction vibration. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. The preceding analysis concluded that nearby noise sensitive receptors would only be exposed to construction noise during the least noise sensitive hours of the day consistent with the City's Municipal Code. Any construction activities occurring from any other nearby projects would also be required to adhere to the time of occurrence requirements established by the City. Ambient noise from the I-710 and I-405 is the primary source of ambient noise in the local area. While the Project's construction activities would marginally add to the overall noise level within the area, noise from the freeways would help mask noise generated by the Project's construction activities. Due to the short-term nature of construction noise, localized nature of construction noise, and occurrence during the least noise sensitive portions of the day, cumulative construction noise would not represent a significant cumulative impact.

For long-term noise impacts related to traffic, development of the Project would contribute to cumulative noise impacts; however, cumulative plus Project traffic noise increases would only result in a maximum increase of 0.6 dBA, which is below the level for which human hearing can detect a noticeable change in noise levels. As a result, cumulative traffic noise impacts would be less than significant. The Project would result in potentially significant ongoing operational noise impacts.

The Project as well as any other nearby projects have the potential to result in vibratory impacts during construction, and in short- and long-term noise impacts. Noise and vibration impacts during construction would be localized and would occur intermittently for varying periods of time throughout the construction of the Project within the Project Site. Noise and vibratory impacts during Project construction would result in a potentially significant impact.

### **Mitigation Measures**

**MM NOI-1** Prior to issuance of grading permits, the Project Applicant shall demonstrate that the contracts for the General Contractor and subcontractors, as appropriate, contain the following provisions:

1. Noise-generating construction activities shall be limited to the hours specified in the Long Beach Municipal Code, Section 8.80.202.

2. Equipment and material staging areas and vehicle maintenance areas shall be located on the western portion of the site as far as practicable from sensitive receptors.
3. All construction equipment shall be equipped with manufacturer's specified or better mufflers.
4. Stationary construction equipment, such as generators, welders, and compressors, shall be oriented so that the loudest noise is directed away from sensitive receptors.
5. Residents within 300 feet of the Project site and the Los Cerritos School shall be notified of the planned construction and construction schedule at least two weeks prior to the start of construction. The notice shall provide a contact for submitting complaints about any excessive construction noise.

**MM NOI-2** Prior to approval of plans through plan check for the self-storage building, the Applicant shall provide evidence that the HVAC units noise levels comply with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

**Level of Significance After Mitigation**

Cumulative Impacts: Noise and vibratory impacts during Project construction would be reduced to a less than significant level by complying with Chapter 8.80 – Noise of the City's Municipal Code, as well as by implementing **MM NOI-1**, which requires a menu of measures to limit the noise from construction activities to sensitive receptors. The Project would result in a less than significant impact related to ongoing operational noise with implementation of **MM NOI-2**, which requires proof that the HVAC units noise levels comply with the requirements of Section 8.80.200 of the Long Beach Municipal Code. Any other nearby development projects would be required to evaluate their cumulative contributions to operational noise and to incorporate appropriate mitigation measures, which would ensure that cumulative noise impacts of the Project and any other nearby projects would be less than significant. Therefore, cumulative impacts resulting from the Project would be reduced to a less than significant level with implementation of **MM NOI-1** and **MM NOI-2**.

#### 4.11.5 REFERENCES

- California Department of Transportation (Caltrans). 2020 (April) Transportation and Construction Vibration Guidance Manual. Sacramento, CA: Caltrans. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
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## **4.12 POPULATION AND HOUSING**

This section discusses the existing population and housing setting of the Project Site and assesses the Project's potential impacts related to population and housing.

### **4.12.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Population and Housing analysis set forth in the MND for the Prior Project determined that implementation of the Prior Project would result in less than significant impacts related to Population and Housing.

Since the previously analyzed project would not involve construction of residences, the MND determined that there would be no direct increase in population in the City of Long Beach. The MND approximated that the operation of the proposed storage uses on the Project Site would generate 10 jobs, and the operation of the proposed warehouse building on the McDonald Trust Parcels would generate 70 jobs, based on an employment density estimate for warehouse use from the Southern California Association of Governments (SCAG). The MND determined that estimated operational employment generation from the Prior Project was well within the regional forecast for the City of Long Beach and expected that future employment positions would be filled by the local population and would not induce population growth or the need for additional housing.

The MND determined that a small number of temporary construction jobs were expected to be generated through the Prior Project's construction and based off the 17.5 percent unemployment rate in Los Angeles County in July 2020, the MND anticipated that construction employment related to the Prior Project would be absorbed from the regional labor force and would not attract substantial numbers of new works into the region. For these reasons, the MND determined that the Prior Project would not induce substantial unplanned population growth either directly or indirectly.

Additionally, the MND found that because no residents or housing are present onsite, the Prior Project would not displace people or housing.

#### ***MND Mitigation Measures***

No mitigation measures were adopted as part of the MND.

### **4.12.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The Project Site exists as a vacant site, located at the northern end of Pacific Place immediately north of the Interstate 405 Freeway (I-405), in the City of Long Beach, County of Los Angeles, California. The Project Site consists of 14.20 acres and is currently undeveloped.

#### **Population and Housing**

Population, housing, and employment forecasts for the City of Long Beach are shown below in Table 4.12-1, Population, Housing and Employment Forecasts: City of Long Beach.

**TABLE 4.12-1  
POPULATION, HOUSING, AND EMPLOYMENT FORECASTS:  
CITY OF LONG BEACH**

	<b>2016</b>	<b>2045</b>	<b>Difference, 2045–2016</b>	<b>Percent Difference, 2045–2016</b>
Population	470,900	489,600	18,700	4.0%
Households	168,600	198,200	29,600	17.6%
Employment	155,900	185,400	29,500	18.9%
Source: SCAG 2020a.				

### ***Existing and Projected Population***

According to the United States Census Bureau, the population of Los Angeles County has decreased from 9,818,605 people in 2010 to 9,721,138 people in 2022 (United States Census Bureau 2024a).

As of July 1, 2022, the City of Long Beach consisted of a population of 451,307 people (United States Census Bureau 2024b). SCAG jurisdiction-level growth forecasts for the City of Long Beach anticipate a growth in the City's population from 470,900 in 2016 to 489,600 in 2045 (SCAG 2020a).

### ***Existing and Projected Housing***

The DOF estimates that the number of households within Los Angeles County will increase from 3,370,663 households in 2020 to 3,566,057 households in 2030 (DOF 2020).

SCAG jurisdiction-level growth forecasts for the City of Long Beach anticipate a growth in the City's number of households from 168,600 in 2016 to 198,200 in 2045 (SCAG 2020a).

### ***Existing and Projected Employment***

Total employment within Los Angeles County is anticipated by SCAG to increase from 4,622,000 in 2020 to 5,262,000 in 2030 and to 5,430,000 by 2050 (SCAG 2022).

SCAG jurisdiction-level growth forecasts for the City of Long Beach anticipate a growth in the City's employment from 155,900 in 2016 to 185,400 in 2045 (SCAG 2020a).

## **B. Regulatory Framework**

### **State**

#### ***Regional Housing Needs Assessment***

The State of California housing law calls upon local jurisdictions to provide a fair-share of housing to meet the needs of California's residents. In implementing this law, the California Housing and Community Development Department (HCD) assigns fair share housing targets to each of the Council of Governments (COG) in the State based on the Department of Finance (DOF) population projections and regional forecasts. The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of each local General Plan. State law requires each regional COG to determine existing and future housing needs for its region (California Government Code § 65584.05(h)). The local



General Plan Housing Elements must then address how these housing targets can be achieved during an eight-year timeframe given local demographics, land use, and zoning. Local jurisdictions are required to submit Housing Elements to HCD for review and approval. The local jurisdiction's respective RHNA allocation quantifies the need for housing within that jurisdiction during specified planning periods.

SCAG, the Metropolitan Planning Organization (MPO) for the Long Beach area, adopted its 6th cycle RHNA Allocation Methodology in March 2020 and adopted its 6th Cycle RHNA Final Allocation Plan in March 2021. The RHNA for the City of Long Beach is divided into four income group categories: extremely/very low, low, moderate, and above moderate income.

The current 6<sup>th</sup> cycle RHNA planning period is from October 2021 to October 2029. Table 4.12-2, City of Long Beach Regional Housing Needs Assessment Allocation: 2021-2029, identifies the 2021–2029 RHNA allotments for the City. The City has a total allocation of 26,502 units for the October 2021 to October 2029 planning period. In the prior planning period, Long Beach was allocated 7,048 units. The current 6th Cycle RHNA for the planning period of 2021-2029 represents an increase of 275%, which not only considers projected future demand for housing, but existing need (Long Beach 2022).

**TABLE 4.12-2  
CITY OF LONG BEACH REGIONAL HOUSING NEEDS  
ASSESSMENT ALLOCATION: 2021–2029**

Area/Income	City of Long Beach	
	Number of Units	Percent
Extremely Low	7,141	26.9%
Very Low/Low Income	4,047	15.3%
Moderate Income	4,158	15.7%
Above Moderate Income	11,156	42.1%
<b>Total</b>	<b>26,503</b>	<b>100%</b>
Source: Long Beach 2022.		

### ***Senate Bill 375***

Effective as of January 1, 2009, Senate Bill (SB) 375 provides for a new planning process to coordinate land use planning, regional transportation plans (RTPs) and funding priorities in order to help California meet the greenhouse gas (GHG) reduction goals established in Assembly Bill (AB) 32. SB 375 requires MPOs, including SCAG, to incorporate a Sustainable Communities Strategy (SCS) in their regional transportation plans that will achieve GHG emission reduction targets set by the California Air Resources Board (CARB). There are two mutually important facets to SB 375: reducing vehicle miles traveled and encouraging more compact, complete, and efficient communities for the future. SB 375 also includes provisions for exemptions from or streamlined CEQA review for projects classified as “transit priority projects” (SCAG 2024a).

### **Regional**

#### ***Southern California Association of Governments***

Under federal law, SCAG is designated as a MPO and under state law as a Regional Transportation Planning Agency and a COG for Los Angeles County and the Project Site. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San

Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range RTPs including sustainable communities strategy and growth forecast components, regional transportation improvement programs, RHNA, and a portion of the South Coast Air Quality management plans (SCAG 2024b).

### ***Connect SoCal***

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) (RTP/SCS) (SCAG 2020b). Connect SoCal is a long-range plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, planning strategies and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (SCAG 2024c).

### **Local**

#### ***The City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design.

#### **2021-2029 Housing Element**

The City of Long Beach Housing Element (Long Beach 2022) is a state-mandated chapter of the City's General Plan that sets forth an eight-year plan (housing cycle) to address the City's identified housing needs. The Housing Element describes and analyzes the City's housing needs, and addresses the maintenance and expansion of the housing supply to accommodate the households that currently live in and/or are expected to live in Long Beach in the housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes a Housing Policy Program to accommodate the RHNA allocation, as determined by the SCAG and approved by the HCD.

### 4.12.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

**Threshold 4.12a**      ***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)?***

**Threshold 4.12b**      ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.***

#### B. Methodology

The assessment for potential impacts associated with growth inducement is based on consistency with the applicable planning programs that have been developed to ensure orderly development, while providing sufficient development to meet the long-term projections for the region. A key element of the analysis is an evaluation of the Project relative to the population, household, and employment trends forecasts for the City and County.

#### C. Standard Requirements

No standard requirements would apply to this Project related to population and housing.

#### D. Impact Analysis

**Threshold 4.12a**      ***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)?***

The Project does not involve construction of residences and thus would not directly increase population growth or housing in the City of Long Beach.

Operation of the proposed storage uses is estimated to generate approximately 10 jobs. As stated above, total employment in Los Angeles County will increase by approximately 808,000 from 2020 to 2050, and total employment in the City of Long Beach will increase by approximately 29,500 from 2016 to 2045. As such, the Project's anticipated generation of 10 employees would represent a nominal amount of employment generation relative to County and City projections, and estimated Project operational employment generation is well within regional forecasts for the County and City. In addition, it is expected that future employment positions at the Project Site would be filled by the local population and would not induce population growth or the need for additional housing.

Additionally, Project construction is expected to generate a small number of temporary construction jobs from September 2020<sup>1</sup> to January 2021, and from December 2024 to July 2026. Based on the California State Employment Development Department (EDD) data, the

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<sup>1</sup> As previously discussed through the DEIR, the surcharge program activities, which are part of the Project, were already conducted from September 2020 through January 2021.

unemployment rate in Los Angeles County as of February 2024 was estimated at 5.0 percent, with approximately 252,900 individuals unemployed from a labor force of 5,014,600 individuals (EDD 2024). Therefore, it is anticipated that Project construction employment would be absorbed from the regional labor force and would not attract substantial numbers of new workers into the region. As such, Project employment impacts from operations and construction would be less than significant.

The Project would not construct new housing, nor would the Project indirectly lead to substantial unplanned growth through the extension of roads or other infrastructure. The proposed Project would connect to existing infrastructure and other improvements and would not encourage development levels beyond what is already planned elsewhere in the City and County. Therefore, substantial indirect growth related to the proposed Project is not anticipated. For further discussion of utility and service system impacts see Section 4.17, Utilities and Service Systems, of this EIR. Therefore, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Unplanned Population Growth: A less than significant impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified a less than significant impact related to unplanned or indirect population growth

**Threshold 4.12b**      ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.***

The Project Site currently exists as vacant property and was last used, prior to the surcharge program associated with the Project, as a golf driving range in the mid-2000's. There are no residents or housing units present onsite. Therefore, Project development would not displace people or housing, and no impact respecting such displacement would occur. No significant impact would result.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Displacement of People or Housing: No impact would occur and therefore no mitigation is required.

**Impact Comparison Summary:** The Project would result in no impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which identified no impact related to replacement housing.

#### **4.12.4 CUMULATIVE IMPACTS**

As described above, the Project would not result in significant adverse impacts related to population, housing or employment. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to result in a population increase of 18,700, housing increase of 29,600 and employment increase of 29,500 between the time period from 2016 and 2045. The Project would not add additional residential units, and would therefore not result in cumulative population and housing impacts. Project-related increases to employment have been accounted for in SCAG's growth projections for the City. Therefore, the proposed project would not result in cumulative population or employment increases that would exceed projected regional forecasts for the City.

##### **Mitigation Measures**

No mitigation measures are required.

##### **Level of Significance After Mitigation**

Cumulative Impacts: The Project's contribution of cumulative impacts related to population and housing would be less than significant as the Project would not cause substantial adverse effects. Therefore, no mitigation is required.

#### 4.12.5 REFERENCES

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## **4.13 PUBLIC SERVICES**

This section discusses the existing public services setting of the Project Site and assesses the Project's potential impacts related to public services.

### **4.13.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Public Services analysis for the MND for the Prior Project, determined that implementation of the Prior Project would have less than significant impacts related to public services.

##### ***Fire Protection***

The MND determined that the Prior Project would not be expected to generate a substantial demand for fire protection and emergency medical services, as only a very small number of indoor storage and RV storage customers would be onsite at any one time. Fire sprinklers would be installed in the proposed self-storage building according to City standards. Development of the Prior Project would result in a minor increase in fire service call volumes, responses, and response times, but these increases would not require construction of a new or expanded fire station. The MND therefore found that impacts would be less than significant.

##### ***Police Protection***

The MND determined that the development of the Prior Project would result in a minor increase in demand for police services; however, these increases would not require construction of new or expanded police facilities. The Prior Project would pay required Police Impact Fees. The MND therefore found that impacts would be less than significant.

##### ***Schools***

The MND determined that the demand for school facilities are based on the numbers of households in the schools' attendance boundaries. Development of the Prior Project would not involve the development of housing and it is not expected that future employees would generate new housing and related population increases. Therefore, the MND found that the Prior Project would not affect demand for schools, and no impact would occur.

##### ***Parks***

The MND determined that the demand for parks are generated by the resident populations in the parks' service areas. The Prior Project does not propose development of housing and would not add population to the Project Site. Thus, the MND found that development of the Prior Project would not generate demand for parks, and no impact would occur.

##### ***Libraries***

The MND determined that demand for libraries are generated by the resident population in the library service areas. Development of the Prior Project would not add population to the City and the MND found this would not generate increased demand for library facilities or services. No impact would occur.

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## **MND Mitigation Measures**

No mitigation measures were adopted as part of the MND.

### **4.13.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

##### **Fire Protection**

The Long Beach Fire Department (LBFD) provides fire protection and emergency medical services to the Project Site. The Project Site is in the first-in service area of Station 9. The City is currently in the process of permanently relocating Station 9. The former permanent Station 9, which closed in 2019, was located at 3917 Long Beach Boulevard. One fire engine (Engine 9) and one paramedic ambulance (Rescue 9) are assigned to Station 9. Engine 9 is temporarily housed at Station 16 at 2890 East Wardlow Road on the Long Beach Airport property approximately 2.5 miles east of the Project Site and has daily staffing of four personnel. Rescue 9 is temporarily housed at Station 13 at 2475 Adriatic Avenue approximately 1.8 miles southwest of the Project Site and has daily staffing of two personnel. A new permanent location for Station 9 has not been determined; the new location will be within Station 9's first-in service area. The City is also seeking a new long-term temporary location for Station 9 for use until a new permanent station is completed. In addition, the City has automatic aid agreements with the Los Angeles County and City of Los Angeles fire departments (Gruneisen 2020).

The LBFD has a response time goal to respond to a structure fire call within 6 minutes and 20 seconds. The LBFD goals for emergency response are to respond to 90 percent of emergency calls within 5 minutes or less. In the 2022 Fiscal Year, 85 percent of first responders arrived on-scene within that timeframe, and the City projects that number to increase to 90 percent for the 2024 Fiscal Year (Long Beach 2023).

In February 2022, the latest period for which data is available, LBFD responded to 437 calls for emergency services in City Council District 5, where the Project Site and Station 9 are both located, consisting of 364 medical, 57 fire, 15 emergency assistance, and one hazmat calls (Long Beach 2024a).

The City collects fire facility impact fees from all new developments to pay for acquisition of new stations and equipment, pursuant to City Municipal Code Chapter 18.23. The fee amounts per square foot as of April 2024 are \$0.267 per square foot for commercial developments and \$0.132 per square foot for industrial developments (Long Beach 2024b).

##### **Police Protection**

The Long Beach Police Department (LBPD) serves the Project Site. LBPD consists of five bureaus: the Investigation Bureau, the Support Bureau, the Patrol Bureau, the Administration Bureau, and the Financial Bureau. The LBPD Patrol Bureau is organized into five geographic divisions; the Project Site is in the North Division. The North Division Station is at 4891 Atlantic Avenue, approximately 1.5 miles northeast of the Project Site. The North Division is staffed by approximately 110 patrol officers plus civilian support staff (Long Beach 2024c). The LBPD aims to respond to Priority 1 calls, which are defined as life-threatening emergencies, within 5.0 minutes or less (Long Beach 2023). According to the City's Fiscal Year 2024 Proposed Budget, the average response time to Priority 1 calls in the 2022 Fiscal Year was 5.08 minutes and is projected to be 5.2 minutes for the 2024 Fiscal Year. In 2023, the Long Beach Police Department introduced the Community Service Assistant (CSA) program consisting of 16 civilian,



unarmed Police Department staff to respond to non-emergency calls to shift a portion of the workload from police officers in order to facilitate improved response times to Priority 1 calls (Long Beach 2023).

The LBPD receives funding from the following four sources: (1) the City's General Fund (92 percent of the LBPD budget); (2) General Grants (2 percent of the LBPD budget); (3) the Tidelands Operations Fund (5 percent of the LBPD budget); and (4) the Police and Fire Public Safety Oil Production Act (Proposition H) (1 percent of the LBPD budget) (Long Beach 2019). In addition, development projects in the City of Long Beach are charged Police Facilities Impact Fees in the amounts of \$0.442 per square foot for commercial uses and \$0.218 per square foot for industrial uses (Long Beach 2024b).

### **Schools**

The Long Beach Unified School District (LBUSD) provides public K-12 education services for the Project Site. The Project Site is in the attendance boundaries of three schools: Los Cerritos Elementary School, Hughes Middle School, and Polytechnic High School (LBUSD 2024a). As of April 4, 2024, the LBUSD collects developer fees for self-storage of \$0.029 per square foot (LBUSD 2024b).

### **Parks**

Long Beach Parks, Recreation, and Marine operates and maintains 166 parks with 26 community centers, two historic sites, two major tennis centers, one of the busiest municipal golf systems in the country with five courses, the Long Beach Animal Care Services Bureau, the marina system and six miles of beaches. Approximately 3,100 acres within the City's 50 square miles are developed for recreation (Long Beach 2024d). No existing parks are within one mile by road from the Project Site due to the configurations of roadways near the Project Site. Los Cerritos Park at 3750 Del Mar Avenue in Long Beach, east of the Metro A Line tracks from the Project Site, is 1.2 miles by road from the Site; and Baker Street Park, at 643 Baker Street in Long Beach and south of the I-405, is 1.1 miles by road from the Site. No development impact fees for parks apply to commercial uses (Long Beach 2024b).

### **Libraries**

The Long Beach Public Library (LBPL) serves the City including the Project Site. The LBPL operates 12 facilities within the City (LBPL 2024), and the nearest library to the Project Site is the Dana Neighborhood Library located at 913 Wardlow Road, which is approximately 1.5 miles from the Project Site.

## **B. Regulatory Framework**

### **Fire Protection**

#### ***California Fire Code***

The California Fire Code (CFC) and Office of the State Fire Marshal provides regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

## ***City of Long Beach Municipal Code***

### **Chapter 18.23 (Fire Facilities Impact Fees)**

This chapter sets forth the fees that are imposed on residential and nonresidential development for the purpose of assuring that impacts to fire services created by new development be offset by payment of its fair share of the costs required to support needed fire facilities and related costs necessary to accommodate such development. The funds are to be utilized for payment of the actual or estimated costs of fire facilities, apparatuses, and equipment related to new residential and nonresidential construction.

### **Chapter 18.48 (Fire Code)**

This chapter formally adopts the latest Edition of the CFC, excluding sections, chapters, or appendices pursuant to Section 18.48.040. The CFC sets forth requirements for building design and development relating to emergency access, emergency egress routes, interior and exterior design and materials, fire safety features including sprinklers, and hazardous materials.

## ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design.

### **Public Safety Element**

The City of Long Beach General Plan Public Safety Element (Long Beach 1975) identifies all public safety items within the City, including fire protection. Applicable goals and recommendations from the Public Safety Element that are related to fire protection services and applicable to the Project are provided in Table 4.10-1 in Section 4.10, Land Use and Planning, with a Project consistency analysis.

## **Police Protection**

## ***City of Long Beach Municipal Code***

### **Chapter 18.22 (Police Facilities Impact Fees)**

This chapter sets forth the Police Facilities Impacts Fees that are imposed on residential and nonresidential development for the purpose of assuring that impacts to police services created by new development be offset by payment of its fair share of costs required to support needed police facilities and related costs necessary to accommodate such development.

## ***City of Long Beach General Plan***

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The City of Long Beach General Plan Public Safety Element (Long Beach 1975) identifies all public safety items within the City, including police protection. Applicable goals and recommendations from the Public Safety Element that are related to police protection services and applicable to the Project are provided in Table 4.10-1 in Section 4.10, Land Use and Planning, with a Project consistency analysis.

### Schools

#### **California Education Code**

California Education Code Section 17620 authorizes school districts to require construction projects within the boundaries of the districts to pay a fee used for funding construction or reconstruction of school facilities.

#### **Senate Bill 50**

Senate Bill 50 (SB 50 or “Leroy Greene School Facilities Act”), enacted in 1998, represents the most significant school facility finance and developer fee reform legislation for school facilities construction and modernization since the adoption of the 1986 School Facilities Act. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide full and complete mitigation of project impacts on school facilities. SB 50 provides that a State or local agency may not deny or refuse to approve the planning, use, or development of real property on the basis of a developer’s refusal to provide mitigation in amounts in excess of that established by SB 50.

SB 50 authorized statewide bonds in the amount of \$9.2 billion, with \$2.9 billion for new kindergarten through twelfth grade (K–12) construction to add capacity to local school districts. In 2002, Assembly Bill 16 modified the School Facility Program and authorized two additional statewide bond measures. Proposition 47 provided \$11.4 billion for K–12 schools and was approved by the voters in November 2002 (\$8 billion for new construction). A second bond measure in the amount of \$10 billion for K–12 schools (\$7.7 billion for new construction) was approved by the voters in 2004.

#### **California Government Code, Section 65995**

California Government Code, Section 65995 establishes the statutory criteria for assessing construction fees, also known as “developer’s fees.” The legislation has recognized the need for the fees to be adjusted periodically to keep pace with inflation; therefore, the State Allocation Board increases the maximum fees according to the adjustment for inflation in the statewide cost index for Class B construction.

### Parks

#### **The Quimby Act**

The California Legislature first established the Quimby Act in 1975 and amended the act in 1982. Per the Quimby Act, California allows a City or County to pass an ordinance that requires, as a condition of approval of a subdivision, the dedication of land; the payment of a fee in lieu of dedication; or a combination of both for park or recreational purposes (California Government

Code § 66477). This legislation establishes maximum parkland dedication standards for new subdivision development of three acres of park per 1,000 persons residing within a subdivision unless the legislative body decides to increase the amount to a higher standard, such as five acres per 1,000 persons residing within a subdivision. The Citywide ratio aims to achieve a ratio of 8 acres of publicly owned recreation space per 1,000 residents (Long Beach 2002).

### ***City of Long Beach Municipal Code***

#### **Chapter 18.18 (Park and Recreation Impact Fees)**

This chapter sets forth the Parks and Recreation Impacts Fees that are imposed on residential development for the purpose of assuring that impacts created by new development be offset by payment of its fair share of costs required to support needed parks and recreational facilities and related costs necessary to accommodate such development. The Project would not be required to pay Parks and Recreation Impact Fees, as the Project does not include any residential development.

### **Libraries**

There are no applicable regulatory requirements related to libraries.

## **4.13.3 PROJECT IMPACTS**

### **A. Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

***Threshold 4.13a: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

- (i) Fire Protection?***
- (ii) Police Protection?***
- (iii) Schools?***
- (iv) Parks?***
- (v) Other Public Facilities?***

### **B. Methodology**

Public Services impacts were assessed using available data sources for the individual public service providers. The anticipated change in demand was compared to the availability of existing resources to determine if additional resources would be required to serve the Project. The analysis focuses on the need for new or physically altered facilities that could create a significant environmental impact.

The information related to fire protection services is from the Recirculated Draft Environmental Impact Report, General Plan Land Use and Urban Design Elements Project (Long Beach 2019);

City of Long Beach website (Long Beach 2024); and the LBFD was contacted to determine if the Project would significantly impact the Department's ability to provide fire protection services (Gruneisen 2020). Additionally, information related to police protection services is summarized from the City of Long Beach website (Long Beach 2024c); school services is summarized from the LBUSD website (LBUSD 2024a); parks is summarized from the City of Long Beach website (Long Beach 2024d); and library services is summarized from the LBPL website (LBPL 2024).

### C. Standard Requirements

**SR PS-1** The Project would be required to pay all applicable Fire and Police Developer Fees, pursuant to the City of Long Beach Municipal Code.

### D. Impact Analysis

**Threshold 4.13a:** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

#### (i) Fire Protection?

The Project Site is served by the LBFD for fire protection services. As discussed further in Section 4.14, Population and Housing of this EIR, the Project does not include a residential component, and would therefore not directly increase the population within the City of Long Beach. Overall, because the Project Site is currently undeveloped and not in use, the Project development would result in a minor increase in call volumes, responses, and may potentially increase response times. Additionally, development of the Project would result in a minor increase in non-emergency services provided by the Fire Department such as inspections, plan check, and community relations. However, the Project would generate only approximately 10 jobs related to the operations of the proposed self-storage and RV storage facility, and it is anticipated that only a very small proportion of indoor storage and RV storage customers would be onsite at any one time. Further, the storage use would involve a low level of activity onsite which is unlikely to result in a significant need for LBFD calls. As stated by LBFD Deputy Gruneisen in a response to a Fire Services Questionnaire regarding the Project, LBFD is required to meet the needs of the community related to fire protection, and the Project would be consistent with every other planned development Citywide (Gruneisen 2020). Although the Project would minorly increase the demand on LBFD personnel and resources, the LBFD is within its response time goals for structure fire and emergency calls (Long Beach 2019) and the minimal increased demand from the Project is not sufficient that it would require the construction of new or alteration of existing fire protection facilities (i.e., fire stations) to maintain an adequate level of fire protection service in the area. Because the proposed Project demand would not require any physical alterations to existing facilities or construction of new facilities, the impacts would be less than significant.

Additionally, the proposed Project would be required to comply with all applicable codes, ordinances, and regulations (including the City of Long Beach Municipal Code, which adopts by reference the California Fire Code and the California Building Code and all incorporated amendments, and the 2018 International Fire Code) regarding fire prevention and suppression measures, fire hydrants and sprinkler systems, emergency access, and other similar requirements. This would also minimize demand for fire protection services. The plans would be subject to review and approval by the LBFD, which would ensure that adequate emergency

access, fire hydrant availability, and sufficient capacity for fire flows would be provided in compliance with all applicable codes and standards. The Project would also be required to pay appropriate fire facility developer impact fees. Therefore, the Project would not require construction of a new or expanded fire station, and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Fire Protection: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which also identified less than significant impacts related to fire protection services.

**Threshold 4.13a:** ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

#### ***(ii) Police Protection?***

The Project Site is served by the LBPd for police protection services. As stated above, the Project Site would not generate a direct population increase within the City and would generate approximately 10 jobs related to the operations of the proposed self-storage and RV facility. In addition, it is anticipated that only a very small proportion of indoor storage and RV storage customers would be onsite at any one time.

During temporary construction activities, the Project may increase number of calls to the area due to theft or vandalism of construction equipment on-site. The Project Site is currently fenced with no provision for public access and monitored at night by a security guard onsite. During construction, the Project Site would be monitored by a security guard onsite and security cameras outside of construction working hours. During operations, the entire Project Site would be physically secured with an access-controlled gate system consisting of an 8'-tall anti-climb fence around the perimeter of the Project Site and a code-controlled gate. Entry codes will be issued to site customers. The security system during operations would also include installation of security lighting and video cameras mounted on the exterior of the building and throughout the RV storage area. Security cameras would be monitored from the onsite leasing office during operating hours and 24/7 by the operator's central station. These security measures would help to prevent theft and vandalism, and therefore reduce the number of service provider calls during construction and operation activities. Based on this, Project development would result in a nominal increase in demand for police services; however, these increases would not require construction of a new or expanded police facilities

Additionally, Project plans would be reviewed and approved by the City and LBPd to ensure adequate safety and crime prevention measures are provided. The Project would comply with the City's discretionary review process and standard conditions of approval, which would ensure that Project implementation would result in a less than significant impact to police

protection services. The Project would also be required to pay appropriate police facility developer impact fees. Therefore, the Project would not require construction of a new or expanded police station, and impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Police Protection: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which also identified less than significant impacts related to police protection services.

**Threshold 4.13a:** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

#### ***(iii) Schools?***

The Project Site is served by the LBUSD for school services. As stated above, the Project Site would not generate a direct population increase within the City and would generate approximately 10 jobs related to the operations of the proposed self-storage and RV facility. Demand for school facilities are determined by the numbers of households in the schools' attendance boundaries. The LBUSD is a District of Choice, meaning students would have the ability to attend any school in the District, and would not be limited to the pre-assigned school based on location. Project development would not involve the development of housing and it is not expected that future employees would generate new housing and related population increases. Additionally, the Project would be required to pay appropriate school developer impact fees. Therefore, the Project would not affect demand for schools, and no impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Schools: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which also identified no impacts related to school services.

**Threshold 4.13a:** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

**(iv) Parks?**

The Project Site is served by Long Beach Department of Parks, Recreation, and Marine for park services. As stated above, the Project Site would not generate a direct population increase within the City and would generate approximately 10 jobs related to the operations of the proposed self-storage and RV facility. In addition, it is anticipated that only a very small proportion of indoor storage and RV storage customers would be onsite at any one time. Demand for parks are generated by the populations living in the parks' service areas, and the Project does not propose development of housing and would not add population to the Project Site. The Project would not be required to pay any park development impact fees, as the fees only apply to residential uses. Thus, Project development would not generate demand for parks, and no impact would occur.

It is noted, however, as discussed in Section 3.0, Project Description, the Applicant would grant to the City a nonexclusive easement running roughly along the southern property line of the Project Site for the purpose of connecting North Pacific Place and the Los Angeles County Flood Control District property between the Project Site and the LA River, which in turn connects to the existing public pedestrian and bicycle trail maintained by Los Angeles County along the LA River. The easement area will be available to be used by the public as a trail for pedestrian, bicycle, and equestrian uses as and when the LAFCD property is developed for public recreation and open space.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Parks: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which also identified no impacts related to parks.

**Threshold 4.13a:** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

**(v) Other Public Facilities?**

The Project Site is served by the Long Beach Public Library (LBPL) for library services. As stated above, the Project Site would not generate a direct population increase within the City but would



generate approximately 10 jobs related to the operations of the proposed self-storage and RV facility. In addition, it is anticipated that only a very small proportion of indoor storage and RV storage customers would be onsite at any one time. Demand for libraries are generated by the population living in the library service areas. Project development would not add population to the City of Long Beach and would thus not generate increased demand for library facilities or services. Therefore, no impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Other Public Facilities: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impact. The Project would result in similar impacts when compared with the impact analysis in the MND, which also identified no impacts related to other public facilities, including libraries.

## **4.13.4 CUMULATIVE IMPACTS**

### **Fire Protection**

As described above, the Project would not result in significant adverse impacts related to fire protection services. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase demand for fire protection services and would contribute to the need for additional equipment and personnel to meet the demand. However, each future project requiring a discretionary action within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. The costs of additional LBFD resources are anticipated to be offset through increased revenues and fees, such as property taxes and Fire Facilities Impact Fees, generated by future development. Cumulative demand from future City growth is anticipated to be met through the development of future fire stations (Long Beach 2019). Therefore, the proposed Project's contribution to fire protection impacts would not be cumulatively considerable, and a less than significant impact would occur.

### **Police Protection**

As described above, the Project would not result in significant adverse impacts related to police protection services. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. As with fire protection services, future projects in the City, including the proposed Project, are expected to increase demand for police protection services and would contribute to the need to expand facilities and operate such services. Each future project requiring a discretionary action within the Project area would be evaluated individually, and project-specific mitigation would be required as needed. Cumulative demand from future City growth is anticipated to be met through the development of future police stations. Additionally, police facilities impact fees would be required for new residential and nonresidential development to offset additional costs of new development (Long Beach 2019). Therefore, the proposed Project's contribution to police protection impacts would not be cumulatively considerable, and a less than significant impact would occur.

### **Schools**

As described above, the Project would result in no impact related to school services, as the Project would not increase the service population. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future residential development would have the potential to generate school-age children within the LBUSD boundaries and have an increased demand on educational school facilities. Future development would be required to pay LBUSD developer fees to fund future schools needed to meet the project-related increase in school-aged children. Further, although new development would increase demand for school facilities, the City is precluded by SB 50 from considering this a significant CEQA impact where the collection of school impacts fees occurs (Long Beach 2019). Therefore, the proposed Project would not contribute to any cumulative school impacts, and no impact would occur.

### **Parks**

As described above, the Project would result in no impact related to parks, as the Project would not increase the service population. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development would result in increased demand for recreational uses due to the increase in population. However, future projects would include recreational facilities and amenities for use by future residents of the proposed communities and residential developments would pay any park development impact fees, which would offset additional costs of new parks and recreational facilities. Therefore, the proposed Project's contribution to parks would not be cumulatively considerable, and no impact would occur.

### **Libraries**

As described above, the Project would result in no impact related to libraries, as the Project would not increase the service population. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development would lead to increases in the demand for library services. Additional library materials, library seats, facilities, and personnel may be needed at area libraries to adequately serve future cumulative demand. Each future project requiring a discretionary action within the project area would be evaluated individually and project-specific mitigation would be proposed as needed. The City currently meets the LBPL system's square footage goals, and the General Plan buildout would not create a need to expand existing or planned library facilities or staff, construct a new facility, or otherwise adversely impact LBPL services. Further, the City has replaced older less-efficient library buildings with newer facilities with more electronic resources and library materials. As the demand for electronic resources continues to increase, less square footage is required for library facilities (Long Beach 2019). Therefore, the proposed project's library demand would not exceed the LBPL system's ability to provide library services. Therefore, the proposed Project's contribution to library impacts would not be cumulatively considerable, and no impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project's contribution would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact related to public services. A less than significant impact would occur and therefore no mitigation is required.

#### 4.13.5 REFERENCES

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## 4.14 **RECREATION**

This section discusses the existing recreation setting and assesses the Project's potential impacts related to recreation that could result from the construction and operation of the Project.

### 4.14.1 **SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The Recreation analysis for the MND for the Prior Project approved by the City in 2021, determined that implementation of the Prior Project would have no impacts related to recreation and no mitigation measures were required.

The MND explained that the Long Beach Parks, Recreation, and Marine (PRM) operates, maintains, and provides recreation services to 170<sup>1</sup> parks in the City of Long Beach. The MND determined that no existing parks were within one mile by road of the Project Site due to nearby roadway configurations, with the Los Cerritos Park located 1.2 miles by road from the Project Site, and the Baker Street Park located 1.1 miles by road from the Project Site.

The MND explained that demand for parks are generated by the residential populations in the parks' service areas, and the Prior Project did not involve the development of housing and would not add population to the Project Site. Therefore, the MND determined that the implementation of the Prior Project would not generate demand for parks or recreational facilities, thereby neither increasing the use of existing parks or recreational facilities, nor requiring the construction or expansion of recreational facilities. The MND found that the Prior Project would have no impacts related to these thresholds and no mitigation measures were required.

#### ***MND Mitigation Measures***

The MND did not require any mitigation measures for impacts related to recreation associated with implementation of the Prior Project because there would be no impact.

### 4.14.2 **ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The following analysis is derived from the following sources:

- City of Long Beach Open Space and Recreation Element. 2002. Long Beach, CA: City of. (City of Long Beach 2002).
- City of Long Beach Urban Design Element. 2019. Long Beach, CA: City of. (City of Long Beach 2019).
- City of Long Beach Department of Parks, Recreation, and Marine (PRM). 2024 (April 16, last accessed). *About the Department*. Long Beach, CA: PRM. (Long Beach PRM 2024).
- City of Long Beach Department of Parks, Recreation, and Marine (PRM) Strategic Plan 2022-2032. 2022 (January). Long Beach, CA: PRM. (Long Beach PRM 2022).
- City of Long Beach Department of Parks, Recreation, and Marine (PRM) RiverLink Plan. 2007 (February). Long Beach, CA: PRM. (Long Beach PRM 2007).

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<sup>1</sup> The current number of parks maintained and operated by Long Beach PRM has since been updated to 167 as of April 2024 (Long Beach PRM 2024)

The Project Site is located at the north ends of Pacific Place and Ambeco Road immediately north of the Interstate 405 Freeway (I-405); Ambeco Road is a cul-de-sac connecting to Pacific Place near the north end of the latter roadway, in the City of Long Beach, California. The Project Site consists of approximately 14.20 acres and is currently undeveloped. The nearest parks to the Project Site are the Baker Street Park located at 643 Baker Street (1.1 miles by road from the Project Site) and the Los Cerritos Park located at 3750 Del Mar Avenue (1.2 miles by road from the Project Site). The City's recreational facilities below characterize the environmental setting of the Project area based on the conditions at the time the baseline was established for the Project, as detailed in Section 2.0, Introduction.

### **Local Park Facilities**

At the time the baseline was established for the Project, as detailed in Section 2.0, Introduction, the City's PRM maintained a total of 170 parks. However, this figure has since been updated to 167 parks, as detailed below. (Long Beach PRM 2022). The local park types recognized in the General Plan are as follows:

- **Community Park.** Averaging 35 acres in size and serving neighborhoods within one mile, community parks serve a broader purpose than neighborhood parks, focusing on community recreation including sport fields, and preserving unique landscapes and open spaces. Community parks permit all of the uses allowed in neighborhood parks plus swimming pools. Building coverage in community parks is limited to ten percent of the total park area (City of Long Beach 2002).
- **Greenway Park.** A largely undeveloped green space, often a remnant or odd shaped piece of land left over from development, which can be used for casual recreation uses. Greenways can serve to connect or link recreation opportunities throughout a community. Building coverage in greenway parks is limited to one percent of the total park area (City of Long Beach 2002).
- **Interim Park.** A temporary park subject to conversion to another use. Interim parks must be approved by the City Council (City of Long Beach 2002).
- **Mini Park.** A small park serving neighbors within 1/8 mile, generally less than two acres in size, it may include: landscaping, irrigation, walking paths, seating areas and picnic tables, sand boxes/tot lots, playground equipment, play court, sculpture/art, drinking fountains and trash receptacles. Building coverage in mini parks is limited to one percent of total park area (City of Long Beach 2002).
- **Neighborhood Park.** Averaging eight acres in size and serving neighbors within ¼ mile (high density areas) and ½ mile (low density areas), a neighborhood park permits all of the uses allowed in mini parks plus: restroom buildings, recreation fields, courts and rinks, water features, libraries, day care centers, community centers, and parking and drive aisles. Building coverage in neighborhood parks is limited to seven percent of total park area (City of Long Beach 2002).

**Special Use Park.** A special use park provides unique cultural heritage and/or educational features which attract a broad audience from near and far. Examples of special use parks in Long Beach are the Long Beach Museum of Art, the nature centers, aquarium and marine biological reserves. Significant development features of special use parks are to be determined on a case-by-case basis with community input and approved by the City Council (City of Long Beach 2002).

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## **Local Recreation Facilities**

The City's local recreation facilities encompass parks, community centers, golf courses, bike and equestrian trails, numerous special use recreation resources, and coastal amenities. The City's PRM operates and maintains 27 community centers, all of which offer a variety of recreational and educational classes and programs for community members of all ages. Included within the 3,125 acres developed for recreation are 89 playgrounds, 11 dog parks, 9 skateparks, 9 lakes, 180 sports courts, 101 athletic fields, 3 swimming pool facilities, 8 fitness zones, 2 historic ranchos, 2 major tennis centers, 5 golf courses, and 6 miles of beaches (Long Beach PRM 2024).

The City contains a segment of equestrian trail on Los Angeles County Flood Control District property adjacent to the Los Angeles River. According to the Open Space and Recreation Element of the City's General Plan, these trails were being studied for various open space enhancements under the Los Angeles River Master Plan (City of Long Beach 2002). At the time the City's PRM Strategic Plan was adopted, the City had approximately 64 miles of bikeways, half of those being separated from roadway traffic (Long Beach PRM 2022).

## **B. Regulatory Framework**

### **Federal**

No applicable regulatory requirements.

### **State**

#### ***Quimby Act of 1965***

California allows a City or County to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes (Section 66477 of the *California Government Code*). This legislation, commonly called the "Quimby Act," establishes a standard of three acres of parkland per 1,000 residents for new subdivision development unless the municipality has already established a higher rate, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

#### ***California Public Park Preservation Act of 1971***

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971 (Public Resources Code [PRC], §§ 5400–5409). Under this PRC, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

### **Local**

#### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program,

Transportation (known as the Mobility Element), Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design. This section focuses on the Open Space and Recreation and Urban Design Elements; However, Project consistency with all elements of the City's General Plan is further analyzed in Section 4.10, Land Use and Planning.

#### Open Space and Recreation Element

The City's Open Space and Recreation Element was adopted by the City Council on October 15, 2002. Pursuant to California Government Code, four topical areas are required to be covered by Open Space Elements: open space for the preservation of natural resources, open space for the managed production of resources, open space for public health and safety, and open space for outdoor recreation (City of Long Beach 2002). Additionally, the Open Space and Recreation Element identifies that the City's Land Use, Conservation, Seismic Safety and Public Safety elements contain additional policies related to open space and recreation issues and plans. Policies of the Open Space and Recreation Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning.

#### Urban Design Element

The Urban Design Element was adopted in December 2019. This Urban Design Element seeks to aid and shape the continued evolution of the urban environment within Long Beach, while at the same time leveraging the unique relationship of the City to its natural environment. It is concerned with both the preservation of existing neighborhoods that define its unique character and building upon them to allow for continued adaptation and improvement of the built environment (City of Long Beach 2019). The four main goals of the Element include Creating Great Places; Urban Fabric; Public Spaces; and Edges, Thoroughfares, and Corridors. The goals and policies of the Urban Design Element that are relevant to the Project, as well as a project consistency analysis, are discussed in Section 4.10, Land Use and Planning.

#### ***The City of Long Beach Parks, Recreation, and Marine (PRM) Strategic Plan for 2022-2032***

The City's PRM Strategic Plan for 2022-2032 was adopted in January 2022 after the Project's baseline was established, as detailed in Section 2.0, Introduction, as an updated guide for the City's PRM to appropriately prioritize work, organize staff, and manage budgets<sup>2</sup>. This document includes community-driven goals, outcomes, and action items that address the wants and needs of the community, as well as challenges related to community recreation. According to the PRM Strategic Plan, the City of Long Beach maintains 167 total parks, including 22 neighborhood parks, 20 greenway parks, 62 mini parks, 15 community parks, two rancho historic sites, 54 special use parks, and El Dorado Regional Park. The following goals governing recreation are relevant to the Project in the context of the public access easement proposed as part of the Project and the employment opportunities created by the Project:

- Goal 1: Provide Safe, Accessible Public Spaces
- Goal 6: Establish an Environmentally Sustainable Park Ecosystem
- Goal 7: Ensure a Diverse and Dynamic Workforce (Long Beach PRM 2022)

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<sup>2</sup> While the baseline for the Project is as described in section 2.0, the 2022-2032 PRM Strategy is included within this analysis and discussion to give context of the City's most recent information regarding recreation.



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## RiverLink

The RiverLink Plan (Long Beach PRM 2007) was developed over the course of four years, between 2003 and 2007. On February 15, 2007, the City of Long Beach Parks and Recreation Commission approved the RiverLink Plan. The RiverLink Plan was initiated by the PRM Department in collaboration with the San Pedro Bay Estuary Project and a team of graduate students from Cal Poly Pomona. The RiverLink Plan, which seeks to manage a study of the opportunities to create a continuous greenway along the east bank of the LA River, assesses open space needs of the City and envisions possibilities for connecting west side neighborhoods and greater Long Beach with the LA River greenway. The RiverLink Plan identifies four components of RiverLink: destinations, gateways, pathways, and connections. Destinations are places where accessible open space or habitat restorations are located; Gateways are markers that indicate the entry into the native LA River habitat zone; Pathways are bicycle and pedestrian trails that facilitate movement in and around the neighborhoods to the river; Connections are links that provide access to the pathways or the destinations. The RiverLink Plan states that, "It is important to note that RiverLink is a conceptual plan. The large majority of the Destinations, Gateways, Pathways, and Connections presented are simply ideas to be discussed and pursued." (Long Beach PRM 2007)

Destination Six within the RiverLink Plan, Wrigley Heights – North, includes a small portion of the northwest corner of the Project Site. The RiverLink Plan describes Destination Six as containing two main parcels that are part of the Los Angeles River flood control right-of-way and a privately owned site used as a driving range. The RiverLink Plan contemplates retaining the private driving range (which is how the Project Site was developed and used at the time) and improving the LA River LACFCD property and northwest corner of the Project Site as a riparian woodland (Long Beach PRM 2007). The Project proposes a new public access easement along the southern boundary of the Project Site to the LA River if and when the neighboring LACFCD property is developed in the future as open space and/or recreation areas. The Project does not propose any improvements within this easement area, and any future improvements would be subject to separate evaluation pursuant to CEQA.

### 4.14.3 PROJECT IMPACTS

#### A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant recreation impact if it would:

- Threshold 4.14a** *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?*
- Threshold 4.14b** *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

#### B. Methodology

Recreation impacts were assessed using available plans and data for parks and recreation in the City of Long Beach. The anticipated change in demand for existing parks and recreational facilities was compared to the availability of existing recreational resources to determine if additional resources would be required to serve the Project. The analysis focuses on the potential need for new or physically altered facilities that could create a significant environmental impact.

The information related to parks and recreation is derived from the City of Long Beach General Plan Open Space and Recreation and Urban Design Elements (City of Long Beach 2002 and 2019); the Long Beach PRM Strategic Plan (Long Beach PRM 2022); the City's PRM department website (Long Beach PRM 2024); and the Long Beach PRM RiverLink Plan (Long Beach PRM 2007).

### C. Standard Requirements

No standard requirements for this resource topic apply to the Project.

### D. Impact Analysis

**Threshold 4.14a**      ***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?***

Increases in the use of existing neighborhood and regional parks or other recreational facilities typically occur due to an increase in residential population. The proposed Project would not involve any residential components that would cause population growth within the City. The Project would construct a self-storage and RV facility generating approximately 10 jobs related to the operation of the Project. It is expected that future employment positions at the Project Site would be filled by the local population and would not induce population growth or the need for additional housing; therefore, because the Project would not result in increased population in the City, the Project would not create a new demand for neighborhood and regional parks or other recreational facilities. Even if the approximately 10 jobs created by the Project would be filled by the non-local population, that minor increase in employees and associated potential minor increase in future residents would not increase the use of existing neighborhood and regional parks or other recreational parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Project would not result in impacts related to increased use of existing parks or recreational facilities.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

Use of Existing Parks or Recreational Facilities: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

**Threshold 4.14b**      ***Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Increases in the use of existing recreational facilities typically occur due to an increase in residential population. As discussed previously, the proposed Project involves the construction and operation of a self-storage and RV facility and, for the reasons set forth above, would not result in the need for new or expanded recreational facilities. As an element of the Project, an easement would be set aside to provide public access along the southern boundary of the Project Site to the LA River if and when the neighboring LACFCD property is developed in the future as

open space and/or recreation areas. The Project does not propose any improvements within this easement area, and any future improvements would be subject to separate evaluation pursuant to CEQA. Therefore, no impacts related to this threshold would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Construction or Expansion of Recreational Facilities: No impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impacts pursuant to this threshold. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

## **4.14.4 CUMULATIVE IMPACTS**

As explained above, construction and operation of the Project would not result in any impacts to the City's parks or recreational facilities. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future residential development in the City is expected to increase demand for parks and recreational facilities and would contribute to the potential need for additional or expanded parks and/or recreational facilities to meet the increased demand. However, each future project requiring a discretionary action within the City would be evaluated individually, and project-specific mitigation measures would be proposed as needed. Therefore, the proposed Project's contribution to recreation impacts (no impact) would not be cumulatively considerable.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Cumulative Impacts: The Project's contribution of cumulative impacts related to recreation would not be cumulatively considerable and therefore would not contribute to a significant cumulative impact; therefore, no mitigation is required.

#### 4.14.5 REFERENCES

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## **4.15 TRANSPORTATION**

This section discusses the existing transportation and circulation setting of the Project Site and assesses the Project's potential impacts related to transportation. This section is based on the Transportation Impact Analysis (TIA), prepared by Psomas, dated July 2024 (Psomas 2024), which is included as Appendix M.

### **4.15.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

The transportation analysis in the MND for the Prior Project, approved by the City in 2021, determined that implementation of the Prior Project would have less than significant impacts related to transportation.

The MND determined that a full traffic analysis was not required. The MND estimated that the daily trip generation from the proposed RV storage and self-storage facility would be 302 average daily trips (ADT), and the proposed warehouse would generate 134 ADT; the total estimated daily trips on both parcels would total 436 ADT. Due to the City's vehicle miles traveled (VMT) screening threshold of 500 ADT, the MND concluded that a TIA would not be required. Therefore, the MND determined that the Prior Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, impacts would be less than significant.

According to the MND, because the Prior Project would generate few trips and did not meet the minimum criteria to require a TIA, the Project would thus produce negligible VMT. The MND indicated that trips on local roadways were anticipated to be minimal due to the Prior Project's proximity to the I-405 and the I-710. For those reasons, the MND determined that the Prior Project would not have a significant impact based on a VMT screening analysis. The MND concluded that the Prior Project would not conflict with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.

The Prior Project was located approximately two miles away from the nearest airport and located outside of the Long Beach Airport Influence area; as such, the MND determined that development of the Prior Project was not expected to cause a substantial safety risk related to air traffic levels or locations. The MND concluded that no impact would occur related to this threshold and no mitigation measures would be required.

According to the MND, access to the Prior Project Site would be provided via Pacific Place which would then divide into two driveways. When analyzing potential hazards related to the Prior Project's geometric design features or incompatible uses, the MND found that the project design would be adequate to prevent hazards related to visibility and safety, and that operation of the Prior Project would not add incompatible uses to area roadways. The MND concluded that there would be no impact related to this threshold and no mitigation measures would be required.

Furthermore, the MND determined that because construction of the Prior Project would not block Pacific Place and would not involve staging of construction equipment or materials on roadways, a less than significant impact to local or regional emergency access routes would occur and no mitigation would be required.

#### ***MND Mitigation Measures***

No mitigation measures were adopted as part of the MND.

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## **Court Ruling Regarding Transportation**

The Court Ruling concluded that the MND's analysis of Transportation was insufficient. Specifically, the Court Ruling concluded that, the proximity of the Prior Project's ingress and egress to the freeways and their entrances would create a potentially dangerous turnout immediately across freeway on-ramps, resulting in a greater roadway hazard. The MND did not discuss this potential traffic hazard and did not specifically address public comments concerning traffic hazards flowing from the Project. As a result, the Court Ruling stated that, "substantial evidence supports a fair argument the Project may have a significant impact on transportation safety."

### **4.15.2 ENVIRONMENTAL SETTING**

#### **A. Existing Conditions**

The Project Site exists as a vacant site, located at the northern ends of Pacific Place and Ambeco Road immediately north of the Interstate 405 Freeway (I-405) in the City. Ambeco Road is a cul-de-sac connecting to Pacific Place near the north end of the latter roadway, in the City of Long Beach, California. The Project Site consists of 14.20 acres and is currently undeveloped.

#### **Existing Roadway Network and Site Access**

The existing roadway network within the Project vicinity consists of a system of freeways and arterial streets. These facilities provide regional, sub-regional, and local access and circulation to and within the Project Site. Pacific Place, next to the Project Site, is a four-lane local street. Ramps from Pacific Place to the northbound I-405 and I-710 are opposite Pacific Place from the southeast corner of the Project Site. The northbound side of Pacific Place widens to two lanes south of the ramps, and the southbound side of Pacific Place widens to two lanes just south of the I-405 overpass, where ramps from the southbound I-405 and northbound I-710 connect to southbound Pacific Place. Wardlow Road, approximately 0.4 mile south of the Project Site, is a four-lane divided east-west roadway classified as a Major Avenue in the City of Long Beach General Plan.

Vehicular access to the site is currently from Pacific Place, which connects to Ambeco Road north of the I-405 freeway.

#### **Existing Public Transit System**

The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site, and the Wardlow A Line Station is located approximately 0.7 driving miles southeast of the Project Site. The closest bus stop is along Wardlow Road and Magnolia Avenue, approximately 0.7 driving miles southeast of the Project Site.

#### **Existing Bicycle and Pedestrian Facilities**

A Class I (off-road) bicycle path is present atop the east bank of the Los Angeles River approximately 165 feet west of the Project Site; the Project Site is separated by a fence from the bicycle path. A Class II bicycle lane is present on Bixby Road approximately 680 feet east of the Project Site. That bicycle lane is opposite the Metro A Line tracks from the Project Site, and there is no direct public access from the Project Site to that bicycle lane. The nearest bicycle facility to the Project Site with public access from the site is on Wardlow Avenue/34th Street approximately 0.4 mile to the south (City of Long Beach 2024a).

No sidewalks are present on Pacific Place or Ambeco Road within or next to the Project Site.

### **Site Collision History**

Collision data spanning from 2020 to 2022 was obtained from Transportation Injury Mapping Systems (TIMS), and over the three-year period, a total of five collisions occurred within the Project study area as recorded in TIMS. Among these, four collisions took place in 2020, while one collision occurred in 2021. There were no reported collisions in 2022 (Psomas 2024).

One of the collisions happened at the intersection of Pacific Place and Wardlow Road. This collision was a rear-end incident due to speeding, resulting in an injury (Psomas 2024).

The remaining four collisions occurred along the Pacific Place segment between Wardlow Road and the north terminus. Three out of the four collisions were hit object collisions, and the fourth was a rear-end collision. All four crashes resulted in injury. The three hit object collisions were because of improper turning, unsafe lane change, and factors other than the driver, respectively. The rear-end collision was caused by an unsafe lane change and involved a parked vehicle (Psomas 2024).

## **B. Regulatory Framework**

### **Federal**

#### ***Manual on Uniform Traffic Control Devices***

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal State standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City uses the MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

### **State**

#### ***Senate Bill 743***

With the adoption of SB 743, the State of California changed the method of traffic analysis required by CEQA. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used vehicular Level of Service (LOS) on the local roadway system. SB 743 requires the amount of driving and length of trips — as measured by VMT — be used to assess transportation impacts under CEQA. These impacts would be reduced or “mitigated” by options such as increasing transit, providing for active transportation such as walking and biking, and participating in mitigation banks. All jurisdictions have the option to tailor requirements to their unique communities.

## **Regional**

### ***Southern California Association of Governments (SCAG)***

Under federal law, the Southern California Association of Governments (SCAG) is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments for Los Angeles County and the Project Site. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans, including sustainable communities' strategies and growth forecast components related to employment and population, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management District plans (SCAG 2024a).

### ***Connect SoCal***

On April 4, 2024, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2024–2050 Regional Transportation Plan/Sustainable Communities Strategy) (RTP/SCS) (SCAG 2024c). Connect SoCal is a long-range plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, creating consistency between planning strategies and connecting the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines \$750.1 billion in transportation system investments through 2050. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (SCAG 2024b).

## **Local**

### ***City of Long Beach General Plan***

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design.

### **Mobility Element**

The City of Long Beach General Plan Mobility Element (City of Long Beach 2013) aims to guide development and improvements to the existing circulation system and establishes goals aimed at improving the existing transportation system so that it is responsive to all modes of travel. The Mobility Element also considers balancing the needs of all mobility users, provides context-sensitive street classifications, seeks to improve driving efficiencies, creates multimodal connectivity, encourages active transportation, and protects natural resources. A consistency analysis with relevant General Plan Mobility Element policies is provided in Section 4.10, Land Use and Planning.



### *Bicycle Master Plan*

The City's Bicycle Master Plan (City of Long Beach 2016) is compliant with Assembly Bill 32 and the Complete Streets Act. The Bicycle Master Plan expands upon the Mobility Element of the City of Long Beach General Plan by providing further details on bicycle planning and design. The Bicycle Master Plan updated the former plan, taking advantage of new innovative bicycle planning and bikeway design solutions, to guide City staff in prioritizing resources when implementing future projects and programs, and finally, to make the City eligible for more outside funding.

### *CX3 Pedestrian Plan*

On February 7, 2017, the City Council adopted the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan (City of Long Beach 2017) as a technical appendix to the City of Long Beach General Plan Mobility Element. The CX3 Pedestrian Plan provides a framework for increasing access to healthy food options and encouraging physical activity by active transportation in 10 neighborhoods throughout Long Beach. These neighborhoods are geographically oriented around school campuses, including Cabrillo High School, Poly High Schools, Washington Middle School, Franklin Middle School; and Lafayette, Burnett, Mary Butler, Whittier, and Edison Elementary Schools, as well as St. Mary's Hospital. The CX3 Pedestrian Plan will guide the improvement of the walking environment of Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voice for a safe, healthy, and beautiful City.

### *Downtown and TOD Pedestrian Master Plan*

The City of Long Beach Downtown and Transit Oriented Development (TOD) Pedestrian Master Plan was adopted by the Long Beach City Council on May 24, 2016. In an effort to achieve the City of Long Beach General Plan Mobility Element's vision for a more safe and enjoyable pedestrian-friendly community, the City has begun preparing a Downtown and TOD Master Plan. Made possible by a grant from the Los Angeles County Metropolitan Transportation Authority (Metro), the intent of the Pedestrian Plan is to provide policies, guidelines, and standards that ensure best practices for pedestrian design and identify catalytic infrastructure projects.

## **4.15.3 PROJECT IMPACTS**

### **A. Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

- Threshold 4.15a**      ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***
- Threshold 4.15b**      ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***
- Threshold 4.15c**      ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?***
- Threshold 4.15d**      ***Would the project result in inadequate emergency access?***

## **B. Methodology**

This section is based on the Project specific TIA, included as Appendix M. Under SB 743 and CEQA Guidelines Section 15064.3, subdivision (b), CEQA requires that transportation analysis be based on VMT. The TIA, therefore, analyzed the effects of the Project based on the City of Long Beach Traffic Impact Analysis Guidelines (City Guidelines), which describe the City's approach to analyzing VMT.

While not required by CEQA, the TIA also evaluated the Project's effects related to LOS in accordance with the City Guidelines and for informational purposes only. Project-related changes to LOS are not considered impacts pursuant to CEQA and are not evaluated as part of the EIR. (City of Long Beach 2024b)

## **C. Standard Requirements**

No standard requirements would apply to this Project related to transportation.

## **D. Impact Analysis**

**Threshold 4.15a**      ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

The following programs, plans, policies, and ordinances are reviewed below: Connect SoCal; General Plan Mobility Element, Bicycle Master Plan, CX3 Pedestrian Plan, and the Downtown and TOD Pedestrian Master Plan.

### ***Connect SoCal***

In the development of the demographic and growth assumptions associated with Connect SoCal, SCAG utilized parcel-level existing and future (general plan) land use designations. The Project would involve the development of a commercial self-storage building that is allowed under the existing Neo-Industrial (NI) City of Long Beach General Plan designation. As such, the Project would be consistent with the assumptions utilized to develop Connect SoCal.

### ***City of Long Beach General Plan, Mobility Element***

Please refer to Table 4.10-2 of Section 4.10, Land Use and Planning, of this Draft EIR for a consistency analysis of the Project with specific goals and policies of the City's General Plan Mobility Element.

### ***Bicycle Master Plan***

Overall, the City's Bicycle Master Plan, which aims to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness, recommends a series of projects and programs to be implemented by Long Beach in the next few decades. The Bicycle Master Plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The Bicycle Master Plan does however identify a bike lane along Pacific Place in Figure 6-5, Vision for a Complete Network and it establishes Bicycle Parking Guidelines. For commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycle spaces per 10,000 square feet near the main entrance with good visibility. As the Project would create approximately 10 permanent jobs during project operations, the Project would be required to provide 1 bicycle space. The Project would provide 15 bicycle parking

spaces along the front parking lot area. As such, the provision of bicycle storage would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.

### ***CX3 Pedestrian Plan***

As stated above, the CX3 Pedestrian Plan aims to increase access to healthy food options and encourage physical activity by active transportation and provides a guide for the improvement of the walking environment within the City. The Project would provide two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement to provide pedestrian access along the northern boundary of the site to the Los Angeles River, which would provide a publicly accessible trail/trailhead and ensure additional improvement of the walking environment within the City. As such, the Project would be consistent with the CX3 Pedestrian Plan, as it would provide an adequate walking environment and continue to support pedestrian facilities.

### ***Downtown and TOD Pedestrian Master Plan***

The City of Long Beach Downtown and TOD Pedestrian Master Plan aims to provide the blueprint for achieving multi-use vision of streets where streets continue to function as corridors of movement while at the same time, providing enhanced community life, recreational opportunities and ecological benefits. As stated above, the Project would provide 15 bicycle parking spaces that would encourage individuals to take alternative modes of transportation and support bicycle-friendliness within the City. The Project would also include two crosswalks, which would connect the parking lot to the proposed self-storage building, and an accessible pedestrian path along the north side of the proposed entrance driveway to ensure pedestrian safety and pedestrian access along the northern boundary of the site. These improvements would reinforce the overarching vision of enhanced streets that support pedestrian movement and accessibility. As such, the Project would support the Downtown and TOD Pedestrian Master Plan's goal of a safer and more walkable community.

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system and would therefore result in less than significant impacts.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Program, Plan, Ordinance, or Policy: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact related to a conflict with a program, plan, ordinance or policy addressing the circulation system. The Project would result in similar impacts when compared with the impact analysis of the Prior Project in the MND, which identified a less than significant impact pursuant to this threshold.

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**Threshold 4.15b      *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

CEQA Guidelines section 15064.3(b) pertains to the use of VMT as a method of determining the significance of transportation impacts. A VMT analysis is inapplicable to construction traffic because trip generation during that period is temporary, and trips lengths differ per construction site.

According to the City Guidelines, projects which generate fewer than 500 trips per day are considered small projects, and are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the Project is considered to have a less than significant impact per the City Guidelines and would be exempt from a VMT analysis (Psomas 2024). Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b), and a less than significant impact would occur.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

CEQA Guidelines Section 15062.3, subdivision (b): Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact related to conflict with CEQA Guidelines Section 15064.3(b). The Project would result in similar impacts when compared with the impact analysis of the Prior Project in the MND, which identified less than significant impacts related to this threshold.

**Threshold 4.15c      *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?***

Access to the Project Site would be from a proposed extension of Pacific Place north and west approximately 360 feet from the existing end of Ambeco Road. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building. Based on the gate operations queuing analysis as discussed in the TIA, it is not expected that any queue from the site would interact with traffic along Pacific Place.

A driveway would extend around the perimeter of the self-storage building. Several internal drive aisles would provide access to the RV storage spaces. The two driveways would intersect Pacific Place at a large enough angle so that drivers outbound from one of the two Project components stopped at the intersection of the affected driveway and Pacific Place would have adequate visibility of vehicles entering and exiting the other driveway. As described in the TIA, a RV and a RV towing a boat would be able to access the site via the roadway as currently designed. In addition, ingress and egress from each of the two driveways onto Pacific Place would be stop-sign controlled. Under existing conditions, the stop sign is missing and an internal City service request has been approved through the Department of Public Works for replacement. Specifically, the approved intersection improvements will include installation of a southbound stop sign and pavement markings for southbound vehicles traveling along Pacific Place at the intersection with the I-710 and I-405 freeway on-ramps, a yield sign and pavement markings for southbound vehicles turning right onto the freeway on-ramps, and refresh of yellow curb paint. (Psomas 2024)

Large vehicles are not expected to interfere with traffic turning onto the I-405 or I-710 ramps. Southbound Project traffic exiting the Project Site would be controlled via stop and yield signs at the intersection with the I-405 and I-710 on-ramps, detailed above. Further, there are expected to be approximately 21 total vehicles at the site in the peak hour, including 16 passenger vehicles and up to 5 RVs. The TIA shows that all movements would operate with acceptable delays at the ramp intersection, including Project traffic. Therefore it is not expected that southbound traffic exiting the Project Site would encounter a high enough or consistent volume of on-coming traffic that would influence drivers exiting the site to make unsafe movements such as cutting in front of traffic turning onto the ramps. Additionally, there is adequate visual line of sight for both southbound and northbound traffic to see approaching vehicles with enough time to react and slow or stop to avoid on-coming traffic. Further, the right-turn lane for southbound traffic exiting the Project Site and entering the I-710 and I-405 on-ramps is wide enough to allow RV, trailer, and passenger vehicle access without requiring additional maneuvering and potentially impeding vehicle movement. Overall, Project operation would not add incompatible uses to area roadways, as the Project would include development of a self-storage building. (Psomas 2024) Therefore, a less than significant impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Geometric Design Features: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in less than significant impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact analysis of the Prior Project in the MND, which identified less than significant impacts pursuant to this threshold.

### **Threshold 4.15d      *Would the project result in inadequate emergency access?***

The Los Angeles County Department of Public Works (LACDPW) identifies disaster routes within the County, which are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment. Within the Project Site vicinity, I-405 and I-710 are designated disaster routes (LACDPW 2024). Project development would not impede use of I-405 or I-710 as disaster routes. The Project Site is at the north end of Pacific Place and all Project construction staging would be conducted onsite and would not block access to nearby properties via Pacific Place. Therefore, development of the Project would not result in inadequate emergency access. Less than significant impacts related to adopted emergency response or evacuation plans would occur,.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Inadequate Emergency Access: Less than significant impacts would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in less than significant impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact analysis of the Prior Project in the MND, which identified less than significant impacts pursuant to this threshold.

#### **4.15.4 CUMULATIVE IMPACTS**

As described above, the Project would not result in significant impacts related to transportation. Projects considered in the cumulative impact analysis consist of ten projects within the City. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis.

Each of the other projects considered in this cumulative analysis was, or will be, separately reviewed and approved by the City, including a check for their consistency with applicable plans, policies and ordinances. The Project would generate fewer than 500 trips per day and would be considered a small project and therefore is assumed to have a less than significant VMT impact, which would not contribute to a cumulative transportation impact within the area. Additionally, the Project would not result in hazards related to geometric design features due the controlled intersection, adequate line of sight, adequate turning movement, and the small number of vehicles (RVs, trailers, and passenger vehicles) expected to exit the Project Site and potentially interfacing with northbound traffic along Pacific Place. The limited number of trips anticipated would also not contribute to a cumulative impact related to emergency access as Project trips would not significantly impact the nearby designated disaster routes (I-405 and I-710). Additionally, although all traffic-related impacts associated with the proposed Project would be less than significant, the Project Site is not located in the immediate vicinity of any of the cumulative projects; therefore, the Project, together with nearby development projects, would result in less than significant cumulative impacts.

#### **Mitigation Measures**

No mitigation measures are required.

#### **Level of Significance After Mitigation**

Cumulative Impacts: Less than significant impacts would occur and no mitigation is required.

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## 4.16 TRIBAL CULTURAL RESOURCES

This section discusses the existing tribal cultural resources setting of the Project Site and assesses the Project's potential impacts on tribal cultural resources. Information in this section is based on the *Phase I Archaeological Cultural Resources Study for the Self Storage/RV Parking at 3701 North Pacific Place in Long Beach, Los Angeles, California* (LSA Project No. ISP2002) completed by LSA on April 2, 2020 (Appendix E-2), an SCCIC literature review and records search conducted by Psomas in 2023 (Appendix E-1), the 2020 and 2023 government to government consultation between local tribal representatives and the City of Long Beach as required by Assembly Bill 52 (AB 52), the 2020 Fully Executed Tribal monitoring Agreement between Artesia and Kizh Nation, and the 2024 Kizh Nation Resources Management Confirmation of Prior Tribal Monitoring.

### 4.16.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION

#### MND for the Pacific Place Project

The Tribal Cultural Resources (TCR) analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts with mitigation incorporated related to tribal cultural resources.

According to the MND, impacts to historical resources, archaeological resources, and human remains would be less than significant. Based on a SCCIC record search and the results from the NAHC Sacred Lands File (SLF) database search there were no TCRs on the previously analyzed Project Site that were currently listed on the CRHR. The Site was not listed as a historic resource (i.e., cultural landscape) in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interests lists. Additionally, the Project Site was not included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts.

Based on information available through the record searches at the SCCIC and the NAHC, and the long-term past use of the previously analyzed Project Site, there was no information available that indicates there were significant TCRs documented within the Project Site.

On April 6, 2020, the City sent letters to tribal representatives disclosing the Prior Project and offering consultation; those contacted included the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe Juaneño Band of Mission Indians Acjachemen Nation – Belardes, and Juaneño Band of Mission Indians Acjachemen Nation – Belardes. On April 14, 2020, the Gabrieleño Band of Mission Indians—Kizh Nation requested consultation with the City regarding the Project. Consultation was conducted via phone on June 19, 2020, with Matthew Teutimez on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation. Based on consultation between the City of Long Beach and the tribal representative, no TCRs were identified on the Project Site; however, excavation and grading at the Project Site may disturb native sediments and, therefore, could have the potential to impact unidentified tribal cultural resources. In order to reduce the potential for impacts to unidentified TCRs, the MND identified Mitigation Measures **TRIB CUL-1** through **TRIB CUL-5**, which would reduce potential impacts to less than significant levels.

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## **MND Mitigation Measures**

- TRIB CUL-1** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the Project Site and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the Project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the Project shall provide the Native American monitor. The monitor/consultant will only be present onsite during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Site. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project Site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.
- TRIB CUL-2** Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians—Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.
- TRIB CUL-3** Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

**TRIB CUL-4** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

**TRIB CUL-5** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

- If the Gabrieleno Band of Mission Indians—Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
- Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely

recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

- Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

#### **4.16.2 ENVIRONMENTAL SETTING**

See Section 4.4. Cultural Resources for a discussion detailing the existing conditions of the Project Site.

##### **A. Regulatory Framework**

###### **State of California**

###### ***Tribal Cultural Resources/Assembly Bill 52***

In September 2014, Governor Brown signed AB 52 (Chapter 532, Statutes of 2014), which creates a new category of environmental resources that must be considered under CEQA: “tribal cultural resources.” The legislation imposes new requirements for offering to consult with California Native American tribes regarding projects that may affect a tribal cultural resource, emphasizes a broad definition of what may be considered a TCR, and includes a list of recommended mitigation measures (MMs).

Recognizing that tribes may have expertise regarding their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. MMs agreed upon during consultation must be recommended for inclusion in the environmental document.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project, if they have requested such notice in writing. Once Native American tribes receive a project notification, they have 30 days to respond and identify if they wish to initiate consultation regarding the project

on subjects such as mitigation for any potential project impacts to tribal cultural resources. A tribal cultural resource is defined as either a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is eligible for the CRHR or a local historic register. If a tribe requests consultation and the lead agency and the tribe ultimately agree on mitigation to address any potentially significant impacts to tribal cultural resources, the mitigation measures agreed upon during consultation must be recommended for inclusion in the environmental document.

### ***Senate Bill 18***

SB 18 (Government Code Section 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and other public agencies by requiring local governments to contact, refer plans to and consult with California Native American tribes identified by the NAHC for the purpose of protecting and/or mitigation impacts to cultural places as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB 18 stipulates that, "Prior to the adoption or any amendment of a general or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purposes of preserving, or mitigating, impacts to cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment..." (OPR 2017b). SB 18 requires public notice to be sent to tribes listed on the NAHC SB 18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

### ***Native American Historic Resource Protection Act***

Established in 2002, the Native American Historic Resource Protection Act, establishes a misdemeanor for unlawfully and maliciously excavating upon, removing, destroying, injuring, or defacing a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the CRHR. The focus of this legislation was to provide additional legal protection for Native American historical and cultural sites, art, and other cultural artifacts found at those sites. The Act also encourages collaborative relationships for the protection of Native American cultural resources between Native Americans and landowners. Funding and other state assistance should be encouraged for support of voluntary agreements to conserve, maintain, and provide physical access for Native Americans to these cultural resources.

### ***California Health and Safety Code (Sections 7050.5, 7051, and 7054)***

These sections of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the [California Public Resources Code]). These sections also address the disposition of Native American burials found in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that if human remains are

found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined whether the human remains are likely of Native American origin, and, if so, the most likely descendant is given the opportunity to suggest appropriate treatment and disposition of the human remains pursuant to California Public Resources Code Section 5097.98, discussed below.

### **California Public Resources Code (Section 5097.98)**

Section 5097.98 of the Public Resources Code states that, if remains are determined by the coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours. When the NAHC receives this notification from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land or his or her authorized representative, inspect the site of the remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding their preferences for treatment. This section of the Public Resources Code has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

## **4.16.3 PROJECT IMPACTS**

### **A. Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

**Threshold 4.16a**      *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

**Threshold 4.16b**      *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead*

**agency shall consider the significance of the resource to a California Native American tribe?**

**B. Methodology**

**Phase I Cultural Resources Study (LSA)**

***2020 South Central Coastal Information Center Literature Review and Records Search***

A literature review and records search for the Project Site and a 0.5-mile radius was conducted on March 13, 2020, by SCCIC staff of the California Historical Resources Information System (CHRIS) at California State University, Fullerton. The SCCIC, an affiliate of the OHP, is the official repository of cultural resources records and reports for Los Angeles County. Background research also included a review of the following State and Federal inventories:

- Directory of Properties in the Historic Property Data File (OHP 2012). The directory includes the listings of the NRHP (National Register), National Historic Landmarks, the CRHR (CRHR), California Historical Landmarks, and California Points of Historical Interest;
- California Historical Landmarks (OHP 1996);
- California Points of Historical Interest (OHP 1992);
- Five Views: An Ethnic Historic Site Survey for California (OHP 1988); and
- California Inventory of Historic Resources (OHP 1976).

***Aerial Photographs and Historic Maps***

Additional background research included a review of historic-period United States Geological Survey (USGS) maps and aerial photographs to assess the potential for subsurface historic-period archaeological deposits at the Project Site.

***Native American Heritage Commission***

The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California. On February 28, 2020, LSA submitted a request to the NAHC to request a review of the SLF for the presence of Native American cultural resources that might be impacted by the Prior Project (LSA 2020).

***Cultural Resources Field Survey***

On March 27, 2020, LSA Archaeologist Ivan Strudwick, M.A., RPA, conducted a pedestrian field survey of the Project Site. In accordance with the Secretary of the Interior's (SOI) standards for archaeology, Mr. Strudwick surveyed the entire Project Site by walking transects spaced 7 to 10 meters apart. A trowel was used to periodically shift surficial soils to examine subsurface sediments. Rodent burrowing holes and back dirt piles were examined for indications of archaeological deposits and/or human remains. The results from the LSA 2020 pedestrian field survey were negative for cultural resources (LSA 2020).

## **Updated Literature Review and Records Search (Psomas)**

### **2023 South Central Coastal Information Center Literature Review and Records Search**

An updated literature review and records search was conducted for the Project Site by Psomas on September 11, 2023.

## **Tribal Cultural Resource Consultation (City)**

Tribal Cultural Resource (TCR) consultations were conducted as part of the government-to-government consultations between the City and tribal governments requesting to consult on the Project as required by Assembly Bill (AB) 52 and SB 18. The City sent letters to tribal representatives disclosing the Prior Project and the Project on April 6, 2020 and July 28, 2023, respectively.

Those contacted on April 6, 2020 include the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino- Tongva Tribe, and Juaneño Band of Mission Indians Acjachemen Nation – Belardes. On April 14, 2020, the Gabrieleno Band of Mission Indians—Kizh Nation requested consultation with the City regarding the Project. Consultation was conducted via phone on June 19, 2020, with Matthew Teutimez on behalf of the Gabrieleno Band of Mission Indians—Kizh Nation. Based on consultation between the City of Long Beach and the tribal representative, no TCRs were identified on the Project Site; however, it was stated that excavation and grading at the Project Site has the potential to disturb native sediments and, therefore, could have the potential to impact unidentified tribal cultural resources. Based on consultation, mitigation measures were developed as stated in Section 4.16.1, Summary of Previous Environmental Documentation, and restated below as **MM TRIB CUL-1** through **MM TRIB CUL-5**.

Those contacted on July 28, 2023 include the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino- Tongva Tribe, Juaneño Band of Mission Indians Acjachemen Nation – Belardes, Juaneño Band of Mission Indians Acjachemen Nation 84A, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. On August 3, 2023, the Gabrielino Tongva Indians of California Tribal Council identified the Project Site as being located within an area known for tribal cultural resources and requested that the Gabrielino Tongva Indians of California Tribal Council be present for Native American monitoring for all ground disturbing activities. On April 15, 2024, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council sent preferred Mitigation Measures to the City to be incorporated into the Mitigation Monitoring and Reporting Program, detailed below in Section 4.16.5, Mitigation Program as **MM TRIB CUL-6** through **MM TRIB CUL-11**.

## **C. Standard Requirements**

No standard requirements would apply to this Project related to Tribal Cultural Resources.

## **D. Impact Analysis**

**Threshold 4.16a** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California*



***Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

For purposes of impact analysis, a tribal cultural resource is considered a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to a California Native American Tribe and is either eligible for the CRHR or a local register.

Based on the SCCIC literature review and records searches from 2020 and 2023, prior tribal consultation with the Gabrielino Band of Mission Indians – Kizh Nation (2020), and consultation with Gabrielino Tongva Indians of California Tribal Council (2023), there are no cultural resources, including TCRs within the Project site listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interest lists. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. There are three built environment cultural resources located within ½-mile of the Project Site. These resources include P-19-179268 (Jennie A Reeve House), P-19-187942 (Bridge #53C0458), and P-19-189450 (Killingsworth, Brady & Smith). However, none of the three resources are considered TCRs and none of these resources are located within the Project Site, and due to the Project Site's isolation between the LA River, I-405 Freeway, and Metro tracks and its distance from these resources, the Project would not impact these buildings or structure. Historic plat maps for the area were also reviewed to determine the potential for historic archaeological sites to underlie the Project Site. A review of the 1896 and 1942 maps indicated that, although the Project Site itself was undeveloped it was located in a developed portion of the City during those time periods; there is no indication of historic structures or features at the location of the Project Site. The review of archival material about the history of the built-environment resources did not identify any historic structures or potential historic structures within the Project Site (LSA 2020 and SCCIC 2023).

Additionally, based on the results from the NAHC SLF database there are no resources on the Project site that are currently listed on the CRHR as sacred to the local Native American community. The Project Site is not listed as a historic resource in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interests lists. Additionally, the Project Site is not included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. Therefore, the Project would have a less than significant impact on a TCR that is listed or eligible for listing on the CRHR or a local register.

Therefore, the Project would not result in a significant adverse impact to any identified or eligible historical resources, including TCRs, and impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Historical Resources: A less than significant impact would occur and therefore no mitigation is required.

***Impact Comparison Summary:*** The Project would have a less than significant impact pursuant to this threshold. The Project would result in similar impacts when compared

with the impact analysis in the previously prepared MND, which identified a less than significant impact with mitigation incorporated related to this threshold.<sup>1</sup>

**Threshold 4.16b** *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

The second component of this analysis is if the proposed Project would impact a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a Native American tribe. Subdivision (c) states:

A resource may be listed as an historical resource in the California Register if it meets any of the following CRHR criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Based on information available through the record searches at the SCCIC (March 13, 2020 and September 11, 2023 and the NAHC, the 2020 pedestrian field survey conducted by LSA, the long-term past use of the Project Site, and the oversight by Tribal Monitors during the Surcharge Activities (discussed below), there is no information available that indicates there are significant tribal resources within the Project Site that would be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 (SCCIC 2020, SCCIC 2023, LSA 2020). However, excavation and grading at the Project Site may disturb native sediments and, therefore, could have the potential to impact unidentified tribal cultural resources.

The City sent letters to tribal representatives disclosing the Prior Project and the Project on April 6, 2020 and July 28, 2023, respectively.

As discussed previously in Section 4.16.3A, Methodology, those contacted on April 6, 2020 include the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino- Tongva Tribe, and Juaneño Band of Mission Indians Acjachemen Nation –

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<sup>1</sup> Impacts were inadvertently identified as less than significant with mitigation incorporated in the MND, however no mitigation was required or identified pursuant to this threshold to achieve a less than significant impact finding.

Belardes. On April 14, 2020, the Gabrieleño Band of Mission Indians—Kizh Nation requested consultation with the City regarding the Project. Consultation was conducted via phone on June 19, 2020, with Matthew Teutimez on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation. Based on consultation between the City of Long Beach and the tribal representative, no TCRs were identified on the Project Site; however, excavation and grading at the Project Site has the potential to disturb native sediments and, therefore, could have the potential to impact unidentified tribal cultural resources.

Those contacted on July 28, 2023 include the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino- Tongva Tribe, Juaneño Band of Mission Indians Acjachemen Nation – Belardes, Juaneño Band of Mission Indians Acjachemen Nation 84A, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians.

### **Mitigation Measures**

***TRIB CUL-1 through TRIB CUL-5 are as requested by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government.***

**TRIB CUL-1** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the Project Site and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the Project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the Project shall provide the Native American monitor. The monitor/consultant will only be present onsite during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Site. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**TRIB CUL-2** Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians—Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a

“historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

**TRIB CUL-3** Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

**TRIB CUL-4** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

**TRIB CUL-5** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

- If the Gabrieleno Band of Mission Indians—Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

- Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

- Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

***TRIB CUL-6 through TRIB CUL-11 are as requested by the Gabrielino Tongva Indians of California Tribal Council.***

**TRIB CUL-6** The Project shall engage a qualified and certified indigenous tribal member of the Gabrielino Tongva Indians of California Tribal Council and a direct lineal descendant of the Project Site (Native American Graves Protection and Repatriation Act (NAGPRA) section 10.14) to provide professional Native American Monitoring for all ground disturbing activity that is part of the Project. Ground disturbing activity includes of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading, and drilling. The tribal monitor will only be required on-site when these ground disturbing activities occur.

- TRIB CUL-7** The Gabrielino Tongva Indians of California Tribal Council tribal monitor will observe all mechanical and hand labor excavation, including paddle scrapers, blade machines, front-end loaders, backhoes, boring and drill operations, and hydraulic and electric chisels. Monitoring also includes associated work using tools such as picks and other non-electric or gasoline tools not considered mechanical.
- TRIB CUL-8** Soils removed from the Project Site are considered culturally sensitive and are subject to inspection. Whether placed in a dump truck or spoil piles, these soils will be inspected. The tribal monitor will temporarily hold excavation until a determination is made on the soil's sensitivity. If the soils are sensitive, an archaeological monitor will verify the find and notify the site supervisor.
- TRIB CUL-9** The tribal monitor and archaeologist shall redirect construction activities 50 feet from any archaeological, paleontological, or cultural deposits discovered (including but not limited to artifacts of traditional cultural, religious, spiritual, or any other artifacts relating to the use of habitation sites). However, if grave-related artifacts are discovered, the site is treated as a cemetery, and the California State University (CSU) or University of California (UC) institution, which has repositories related to the findings, will be contacted.
- TRIB CUL-10** Archaeological and Gabrielino Tongva Indians of California Tribal Council monitors will collaborate to determine the significance of the culturally sensitive find, guide ground disturbances to avoid, and direct an alternative route from this area.
- TRIB CUL-11** Cultural resources within the Project Site that are not associated with burials are subject to data collection by the designated archaeologist for provenance and the creation of the NAHC site record. Data Collection will include GPS mapping and photography.

### **Level of Significance After Mitigation**

Tribal Cultural Resources: In order to reduce the potential for impacts to unidentified tribal cultural resources, the Project would implement **MM TRIB CUL-1** through **MM TRIB CUL-11**, which would reduce potential impacts to less than significant levels. As detailed in Appendix E-2, Kizh Nation Resources Management Confirmation of Prior Tribal Monitoring, as required by the MND's mitigation measures **MM TRIB CUL-1** through **MM TRIB CUL-5**, a Tribal Monitor was present for all ground disturbing activities that occurred previously as part of the Surcharge Activities and no tribal artifacts or human remains were encountered. On August 3, 2023, the Gabrielino Tongva Indians of California Tribal Council identified the Project Site as being located within an area known for tribal cultural resources and requested that the Gabrielino Tongva Indians of California Tribal Council be present for Native American monitoring for all ground disturbing activities. On April 15, 2024, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council sent preferred Mitigation Measures to the City to be incorporated into the Mitigation Monitoring and Reporting Program. As such, in addition to **MM TRIB CUL-1** through **MM TRIB CUL-5**, **MM TRIB CUL-6** through **MM TRIB CUL-11** would be implemented to reduce potential impacts to TCRs to less than significant levels. Therefore, with implementation of **MM TRIB CUL-1** through **MM TRIB CUL-11**, impacts related to unidentified TCRs would be reduced to a less than significant level.

**Impact Comparison Summary:** With implementation of **MM TRIB CUL-1** through **MM TRIB CUL-11**, impacts would be less than significant pursuant to this threshold. The Project would result in similar impacts when compared with the impact analysis in the

previously prepared MND, which identified a less than significant impact with mitigation pursuant to this threshold.

#### **4.16.4 CUMULATIVE IMPACTS**

Although tribal cultural resources are site-specific with regard to any given resource (e.g., resources of important cultural value to Native Americans), impacts may be considered cumulative simply because they relate to the loss of tribal cultural resources in general over time throughout the region. There are no tribal cultural resources listed or determined eligible for listing, on the national, State, or local register of historical resources on the Project Site. However, should buried resources be identified, ground disturbance within native sediment could lead to the accelerated degradation of previously unknown tribal cultural resources, resulting in a potentially significant cumulative impact.

#### **Mitigation Measures**

***TRIB CUL-1 through TRIB CUL-5 are as requested by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government.***

**TRIB CUL-1** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the Project Site and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the Project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the Project shall provide the Native American monitor. The monitor/consultant will only be present onsite during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Site. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**TRIB CUL-2** Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians—Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a

“historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

**TRIB CUL-3** Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

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**TRIB CUL-5** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

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- Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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- Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

***TRIB CUL-6 through TRIB CUL-11 are as requested by the Gabrielino Tongva Indians of California Tribal Council.***

**TRIB CUL-6** The Project shall engage a qualified and certified indigenous tribal member of the Gabrielino Tongva Indians of California Tribal Council and a direct lineal descendant of the Project Site (Native American Graves Protection and Repatriation Act (NAGPRA) section 10.14) to provide professional Native American Monitoring for all ground disturbing activity that is part of the Project. Ground disturbing activity includes of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading, and drilling. The tribal monitor will only be required on-site when these ground disturbing activities occur.

- TRIB CUL-7** The Gabrielino Tongva Indians of California Tribal Council tribal monitor will observe all mechanical and hand labor excavation, including paddle scrapers, blade machines, front-end loaders, backhoes, boring and drill operations, and hydraulic and electric chisels. Monitoring also includes associated work using tools such as picks and other non-electric or gasoline tools not considered mechanical.
- TRIB CUL-8** Soils removed from the Project Site are considered culturally sensitive and are subject to inspection. Whether placed in a dump truck or spoil piles, these soils will be inspected. The tribal monitor will temporarily hold excavation until a determination is made on the soil's sensitivity. If the soils are sensitive, an archaeological monitor will verify the find and notify the site supervisor.
- TRIB CUL-9** The tribal monitor and archaeologist shall redirect construction activities 50 feet from any archaeological, paleontological, or cultural deposits discovered (including but not limited to artifacts of traditional cultural, religious, spiritual, or any other artifacts relating to the use of habitation sites). However, if grave-related artifacts are discovered, the site is treated as a cemetery, and the California State University (CSU) or University of California (UC) institution, which has repositories related to the findings, will be contacted.
- TRIB CUL-10** Archaeological and Gabrielino Tongva Indians of California Tribal Council monitors will collaborate to determine the significance of the culturally sensitive find, guide ground disturbances to avoid, and direct an alternative route from this area.
- TRIB CUL-11** Cultural resources within the Project Site that are not associated with burials are subject to data collection by the designated archaeologist for provenance and the creation of the NAHC site record. Data Collection will include GPS mapping and photography.

#### **Level of Significance After Mitigation**

Cumulative Impacts: As with the Project, testing and data recovery is standard practice in the City and is routinely required of projects prior to and during grading activities. The mitigation identified for tribal cultural resources monitoring, standard mitigation measures and adherence to State requirements would reduce the potential for cumulative impacts. As a result, with implementation of **MM TRIB CUL-1** through **MM TRIB CUL-11**, the Project would not have a cumulatively considerable contribution to a significant cumulative impact related to tribal cultural resources.

#### **4.16.5 REFERENCES**

California Health and Safety Code (HSC). 2023. 2023 California Code Health and Safety Code Sections 7050-7054

California Code of Regulations (CCR). 2024. Title 14 – Natural Resources, Division 6 – Resources Agency, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act [15000-15387]

LSA. 2020 (April 2). *Phase I Archaeological Cultural Resources Study for the Self-Storage/RV Parking at 3701 North Pacific Place in Long Beach, Los Angeles, California (LSA Project No. ISP2002)*. (Appendix E-2).

SCCIC Literature Review and Records Search (2023). Site accessed on September 11, 2023. (Appendix E-1).

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## **4.17 UTILITIES AND SERVICE SYSTEMS**

This section evaluates the potential for impacts on utilities and service systems resulting from implementation of the Project and evaluates the existing and planned water supply and distribution systems, wastewater collection systems, stormwater collection, electric power, natural gas, solid waste, and telecommunications that would serve the Project.

### **4.17.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION**

#### **MND for the Pacific Place Project**

##### ***Water***

The analysis of water service impacts in the MND concluded the capacity of the existing water supply system would be sufficient for the Prior Project's operational water demands, as well as existing and projected water demands in the City over the 2020-2040 period. The MND determined that a less than significant impact related to water facilities would occur, and no mitigation would be necessary.

According to the MND, the Prior Project Site is located in the LBWD water service area and that the agency's water supply substantially exceeded the foreseeable demand for water by the Prior Project. The MND concluded that the Prior Project's impact on the LBWD water supplies would be less than significant and no mitigation would be necessary.

##### ***Sewer/Wastewater***

The MND reported that wastewater from the Project Site would be minimal and would be collected onsite through a series of proposed pipelines and conveyed to the City's sewer system via a connection to existing offsite sewer mains in Pacific Place. Wastewater would then be treated at either the Long Beach Water Reclamation Plant (LBWRP) or the Joint Water Pollution Control Plant (JWPCP) in the City of Carson (LBWD 2016). The MND determined that both treatment plants had adequate capacity to accommodate anticipated nominal wastewater flows from the Prior Project Site. The MND also described measures to ensure no leaking would occur and that no water would be introduced into the capped waste material. For these reasons, the MND determined that a less than significant impact would occur, and no mitigation measures would be required.

In addition, the MND found that sufficient wastewater treatment capacity was available in the Prior Project's region for the previously estimated wastewater generation. Therefore, the MND concluded that impacts associated with this threshold would be less than significant and no mitigation would be necessary.

##### ***Stormwater***

The MND determined that development of the Prior Project would not increase the rate or amount of surface runoff; that the proposed stormwater detention systems and biofiltration systems would meet the City's capacity requirements; and that all existing and proposed drainpipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur and no water would be introduced into the capped waste material. The MND concluded that because the Prior Project would accommodate anticipated storm water flow from the Prior Project Site, impacts related to the stormwater system would be less than significant impact and no mitigation measures would be required.

### **Electricity**

The MND determined that all existing and proposed electrical facilities would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Due to the limited amount of electrical requirements for the Prior Project, the MND concluded that impacts related to the electrical distribution system would be less than significant and no mitigation would be required.

### **Natural Gas Service**

The MND determined that all existing and proposed natural gas lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Due to the limited amount of natural gas requirements for the Prior Project, the MND concluded that impacts related to the natural gas distribution system would be less than significant and no mitigation would be required.

### **Solid Waste**

In the analysis of impacts related to solid waste, the MND identified that even without future operation of the Olinda Alpha Landfill, which was scheduled for closure in 2021, and the estimated demand, there was sufficient solid waste disposal and incineration capacity in the region for the Prior Project's estimated solid waste generation. The MND concluded that the Prior Project's impacts on solid waste disposal capacity would be less than significant and would not require mitigation.

Additionally, the MND determined that the Prior Project would comply with statutes regulating solid waste disposal and diversion. Thus, the MND concluded that no significant impact would occur related to this threshold, and no mitigation measures would be necessary.

### **Telecommunications**

The MND indicated that the project would be responsible for installing telecommunications lines onsite and connecting them to existing offsite lines. The MND also indicated that, as part of project construction, all existing and proposed telecommunications lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Therefore, the MND determined that impacts related to the telecommunications system would be less than significant and no mitigation would be required.

### **MND Mitigation Measures**

No mitigation measures relating to utilities and service systems were adopted as part of the MND.

## **4.17.2 ENVIRONMENTAL SETTING**

The following analysis is derived from the following reports:

- *Addendum to the Geotechnical Exploration Report, Evaluation of Loading on Existing Sewer Line, Proposed Self-Storage Facility, 3701 North Pacific Place, Long Beach California 90806*, prepared by Carl Kim Geotechnical, Inc. (CKG), dated July 21, 2021 (CKG 2021, included as Appendix G-2); and
- *Addendum No. 3 to the Geotechnical Exploration Report, Evaluation of Loading on a Storm Drain Line, Oil Wells, and Oil Pipeline, Proposed Self-Storage Facility, 3701 North*

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*Pacific Place, Long Beach California 90806*, prepared by CKG, dated March 4, 2024 (CKG 2024, included as Appendix G-4).

## **A. Existing Conditions**

### **Water**

According to the 2020 Urban Water Management Plan (UWMP) adopted by the City in 2021, the Long Beach Water Department (LBWD) provides water to the City including the Project Site. LBWD relies on three sources for water supplies: groundwater produced from the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (Central Basin); imported water purchased from the Metropolitan Water District of Southern California (MWD); and recycled water from the Long Beach Water Reclamation Plant (LBWRP) in the City of Long Beach. (LBWD 2021).

Existing water infrastructure within the vicinity of the Project Site includes an existing 8-inch water main located in Pacific Place. (LBWD 2022)

### **Sewer**

The LBWD operates and maintains over 700 miles of sanitary sewer lines, safely collecting and delivering over 40 million gallons of wastewater per day to the Sanitation Districts of Los Angeles County for treatment (LBWD 2023). Existing sewer infrastructure in the area includes a Los Angeles County Sanitation District (LACSD) 30-inch sewer main, which bisects the Project site north to south (LACSD 2024). After being collected from the sewer main, wastewater would then be treated at either the Long Beach Water Reclamation Plant (LBWRP) managed by the LACSD or the Joint Water Pollution Control Plant (JWPCP) managed by and located in the City of Carson (LBWD 2021). The LBWRP has a capacity of 25 million gallons of wastewater per day (mgd) and average effluent flows in 2022 were approximately 11.39 mgd (LACSD 2022). The JWPCP has capacity of 400 mgd and average wastewater flows in 2022 were 237.03 mgd. (LACSD 2022)

### **Stormwater**

As discussed in Section 4.9, Hydrology and Water Quality, the Project Site is currently vacant, unpaved, and pervious. The Project Site currently does not have a permanent stormwater management system. There is an existing Caltrans manhole just outside of the southwest corner property line of the Project Site which connects to an existing 30-inch reinforced concrete pipe (RCP). This existing 30-inch RCP is a Caltrans owned and maintained storm drain line which carries stormwater southwest from the manhole through the adjacent LACFD property to the LA River. There is also a 30-inch RCP which runs northeast from the offsite Caltrans manhole partway across the Project Site. However, there are no stormwater inlets on the Project Site or offsite to capture the Project Site's stormwater and direct it to the onsite RCP or offsite Caltrans system. Prior to the Surcharge Activities undertaken in late 2020 through early 2021 (see Chapter 3, Project Description), the stormwater that collected on the eastern portion of the Project Site generally flowed towards the adjacent private property to the east, which is at a lower elevation. Stormwater that collected on the western portion of the Project Site generally flowed west toward the LA River. The existing site hydrology is illustrated further in Section 4.9, Hydrology and Water Quality, on Exhibit 4.9-1, Existing Hydrology.

Before commencing the Surcharge Activities, as required by the California State Water Resources Control Board (SWRCB)'s Construction General Permit and the Project's Soil Management Plan (SMP), the Applicant prepared and submitted to the SWRCB a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP), which was approved by the SWRCB and is available online in the SWRCB's Stormwater Multiple Application and Report Tracking System

(SMARTS) system (Waste Discharge Identification [WDID] number 4 19C391158). In accordance with the SWPPP, sediment basins, silt fences, check dams, fiber rolls, berms, and other Best Management Practices (BMPs) were implemented onsite to prevent stormwater from carrying sediment offsite and eroding onsite materials. As required by the SWPPP, this prior grading work and related improvements directed the stormwater to the sediment basins, where the stormwater was collected to prevent further runoff, ensuring that the Construction General Permit water quality standards were met. Because the Surcharge Pile remains onsite as of the preparation of this EIR, the SWPPP measures are required to be maintained and remain in place.

### **Electricity**

Southern California Edison (SCE) provides electricity to the City including the Project Site. SCE's service area spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (PlaceWorks 2019). Total electrical consumption in SCE's service area was 106,080 gigawatt-hours (GWh) in 2015 and is forecasted to increase to 120,780 GWh in 2028 for the mid-demand scenario (PlaceWorks 2019). One GWh is equivalent to one million kilowatt-hours.

### **Natural Gas**

The Long Beach Gas & Oil Department (LBGO) provides natural gas service to approximately 500,000 residences and businesses in Long Beach and Signal Hill, including the Project Site. Natural gas is delivered through a network of over 1,800 miles of pipelines built and maintained by the Engineering and Construction Bureau. This bureau also designs and installs new natural gas pipelines, monitors gas pressure, flow, and quality, and provides response to gas pipeline emergencies (Long Beach 2013). Existing natural gas infrastructure within the vicinity of the Project Site includes multiple existing gas lines ranging from 8 to 12 inches in diameter located in Pacific Place. (LBWD 2022)

### **Telecommunications**

Verizon California provides land line telephone service for the Project Site. Frontier and Spectrum provide cable television service on and near the Project Site. Existing facilities are located in the developed areas surrounding the Project Site, and an existing telephone line is located just north of Pacific Place.

### **Solid Waste**

Solid waste collection services are provided by the City's Environmental Services Bureau and the City is also a member of the LACSD. Based on available disposal reporting data from the California Department of Resources Recycling and Recovery (CalRecycle) it was estimated that the annual tonnage of solid waste generated by all sources in the City in 2019 was 318,891 tons per year (CalRecycle 2019).

A majority of the City's solid waste is sent to the Southeast Resource Recovery Facility (SERRF), a publicly owned solid waste management facility located at 120 Pier South Avenue in the City of Long Beach. This facility is owned by the SERRF Joint Powers Authority (JPA) and is operated by Covanta Long Beach Renewable Energy Corporation. The SERRF is a refuse-to-energy transformation facility that reduces the volume of solid waste it receives by approximately 80 percent using mass burn technology. Residential and commercial solid waste is combusted in high temperature boilers to produce steam, which in turn is used to run the turbine generator to produce electrical energy (Long Beach 2019).



The SERRF receives the greatest tonnage of solid waste of all disposal sites located within the City. Solid waste from the existing uses in the City is collected and trucked to the SERRF where it is processed. The SERRF performs “front-end” and “back-end” recycling by recovering items such as white goods (i.e., large appliances) prior to incineration and collection of metals removed from the boilers after incineration. Each month, an average of 825 tons (1,878,338 pounds) of metal are recycled rather than sent to a landfill. The Solid Waste Facility Permit for the SERRF identifies that the design capacity of this facility is 2,240 tons per day (4,480,000 pounds). As described above, the SERRF currently processes approximately 1,290 tons per day (2,580,000 pounds) (Long Beach 2019). The 2020 average waste quantities from the SERRF included 1,218 tpd of waste received (based on six days) and 1,217 tpd of waste processed (LACPW 2021).

Solid waste that is generated in the City but is not sent to the SERRF is taken to landfills in Orange, San Bernardino, and Riverside Counties. According to LACSD, since the closure of the Puente Hills Landfill in 2013, residents and commercial haulers are encouraged to use other nearby LACSD’s facilities for disposal and recycling (Long Beach 2019) including those shown in Table 4.17-1, Landfills Serving the City of Long Beach.

**TABLE 4.17-1  
LANDFILLS SERVING THE CITY OF LONG BEACH**

<b>Facility</b>	<b>Nearest City/Community</b>	<b>Remaining Permitted Disposal Capacity, cubic yards</b>	<b>Daily Permitted Disposal Capacity, Tons</b>	<b>Actual Daily Disposal, tons</b>	<b>Residual Daily Disposal Capacity, tons</b>	<b>Estimated Closing Date</b>
Azusa Land Reclamation Co. Landfill	Azusa	65,427,521	8,000	1,025	6,975	2045
Chiquita Canyon Sanitary Landfill	Castaic	54,420,179	12,000	6,114	5,886	2047
Lancaster Landfill and Recycling	Lancaster	9,873,404	3,000	395	2,605	2041
Pebbly Beach (Avalon) Disposal Site	Avalon	32,092	49	9	40	2028
Savage Canyon Landfill	Whittier	4,261,790	350	285	65	2055
Sunshine Canyon City/County Landfill	Los Angeles County	54,079,158	12,100	7,420	4,680	2037
Daily disposal is provided from 2020 averages. Source: LACPW 2021.						

## **B. Regulatory Framework**

### **Water**

#### **State**

##### **Urban Water Management Planning Act**

The Urban Water Management Planning Act (UWMP Act) (California Water Code Sections 10610, et. seq.) was enacted in 1983. The UWMP Act applies to municipal water suppliers, such as the City of Long Beach, that serve more than 3,000 customers or that provide more than 3,000-acre feet per year of water. The UWMP Act requires these suppliers to update their UWMP every five years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple dry years.

##### **Senate Bill 610 and Senate Bill 221**

Senate Bill (SB) 610 amended State law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. Specifically, it requires land use planning entities, when evaluating certain large development projects, to request an assessment of water supply availability from the water supply entity that would provide water to a project. A water supply assessment (WSA) must be prepared in conjunction with the land use approval process associated with a project and must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands, including the demand associated with the project in question, over a 20-year horizon that includes normal, single dry, and multiple dry years. An SB 610 WSA is only required for any “project” that is subject to CEQA and that proposes:

- 1) A residential development of more than 500 dwelling units;
- 2) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- 3) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- 4) A hotel or motel, or both, having more than 500 rooms;
- 5) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- 6) A mixed-use project that includes one or more of the projects specified in this subdivision (Water Code Section 10912); or
- 7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

In addition, SB 221 requires land use planning agencies, such as the City, to include (as a condition of approval for a tentative map that includes a subdivision involving more than 500 dwelling units) a requirement to obtain a written verification from the applicable public water system or, where there is no existing water supplier from a consultant directed by the City, that sufficient water supplies are available for the subdivision. SB 221 also addresses the issue of land use and water supply, but at a different point in the planning process than does SB 610. SB 221 requires a City or County to deny approval of a final or parcel map if the City or County finds that the project does not have a sufficient, reliable water supply as defined in the bill.

Due to the nature of the Project, the State of California, through SB 610, does not require that a WSA be completed to evaluate the potential effect of the Project on current and future water supplies. Additionally, an SB 221 verification would not be triggered since the Project does not involve consideration of a major tentative subdivision map involving more than 500 dwelling units.

#### Water Conservation in Landscaping Act

To ensure adequate supplies are available for future uses, and to promote the conservation and efficient use of water, local agencies are required to adopt a water-efficient landscape ordinance.

The City of Long Beach implements water-efficient landscaping standards set forth by the State Model Water Efficient Landscape Ordinance (Chapter 21.42.035 of the Long Beach Municipal Code), which establishes water conservation requirements for all projects that require a Site Plan Review, among other projects.

### **Local**

#### City of Long Beach General Plan

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Transportation (known as the Mobility Element), Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design. This section focuses on the Conservation and Mobility Elements. Project consistency with all elements of the City's General Plan is further analyzed in Section 4.10, Land Use and Planning.

#### *Conservation Element*

The General Plan Conservation Element was adopted on April 30, 1972, and recognizes natural resources and areas of special interest with the City and acts as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The Conservation Element identifies seven subject areas of significance: Harbors, Soils, Water, Marine Biota, Mineral Resources, Wildlife and Vegetation, and Habitats (natural and man-made). The element outlines goals for each of the subject areas of significance. The goals and policies of the Conservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning, in Table 4.10-1 (City of Long Beach 1973).

#### *Mobility Element*

The City of Long Beach General Plan Mobility Element aims to guide development and improvements to the existing circulation system and establishes goals aimed at improving the existing transportation system so that it is responsive to all modes of travel. The Mobility Element also considers balancing the needs of all mobility users, provides context-sensitive street classifications, seeks to improve driving efficiencies, creates multimodal connectivity, encourages active transportation, and protects natural resources. Together with the existing circulation system, the Mobility Element considers the mobility of critical resources (e.g., water, energy, and communications). The goals and policies of the Mobility Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning, in Table 4.10-1 (City of Long Beach 2013).

Long Beach Water 2020 Urban Water Management Plan

In accordance with the UWMP Act, the LBWD has prepared its 2020 UWMP (adopted in 2021), which forecasts water supply and demand from 2020 through 2050. The LBWD primarily relies upon groundwater extracted locally to meet customer water demands, and then purchases imported water from the MWD to make up the difference. As shown in Table 4.17-2, LBWD's supplies from groundwater, imported water and recycled water are anticipated to be reliable for at least the next 30 years (LBWD 2021).

**TABLE 4.17-2**  
**LBWD WATER SUPPLY RELIABILITY**  
**(ACRE-FEET PER YEAR)**

	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>
Total Supplies	84,752	84,752	88,752	88,752	88,752	88,752
Total Demand	53,964	51,861	51,691	51,042	51,653	52,520
<b>Surplus</b>	<b>30,788</b>	<b>32,891</b>	<b>37,061</b>	<b>37,710</b>	<b>37,099</b>	<b>36,232</b>
Source: LBWD 2021. *Totals include both potable and recycled water supply and demand.						

As stated in the 2020 UWMP, the LBWD projects that water supplies will be sufficient to meet all demands through the year 2050 during normal, single dry year, and multiple dry year hydrologic conditions. In addition, the LBWD has adopted a Water Conservation and Water Supply Shortage Plan (Shortage Plan) to help prevent water supply shortages through aggressive and effective water management programs. The goal of the Shortage Plan is to minimize the impact of a water shortage on the City's population and economy, to ensure supply for public health and fire protection and other essential services, and to ensure that water users who conserve water during normal-year hydrology and wet-year hydrology are not disadvantaged during shortages (LBWD 2021).

As detailed on Table 4.17-2 above, total water demand is projected to decline through 2030 as water efficiency continues to increase, then projected to continue to hold steady through 2040 as increasing water demand from population and economic growth are canceled out by reductions from conservation. By 2050, water demand is projected to increase as population and economic growth surpasses the reductions in demand from conservation. Projected sources of are anticipated to include a combination of groundwater obtained via annual extraction rights, imported water from MWD, and recycled water. (LBWD 2021)

Long Beach Utilities Water Shortage Contingency Plan

As noted above, the LBWD has adopted a Shortage Plan to help prevent water supply shortages through aggressive and effective water management programs. Starting August 1, 2023, Long Beach Utilities Water Shortage Contingency Plan Level 1 is in effect, which provides water restrictions for residential and commercial uses. For example, the irrigation of non-functional turf (grass) in commercial, industrial and institutional settings is prohibited, and a conveyor type car wash system must re-circulate the wash and/or rinse water. (LBWD 2023)

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## **Sewer/Wastewater**

### ***Regional/Local***

#### **County Sanitation District Act**

Section 4700, et seq. of the California Health and Safety Code is also known as the County Sanitation District Act. This act regulates the formation, operation, and governance of County Sanitation Districts, including the construction, maintenance, and operation of a sewerage system and sewage disposal or treatment plant, a refuse transfer or disposal system, or both. It also authorizes the districts to charge a capital facilities fee for connection to the sewer system or increases in the strength or quantity of wastewater from a specific parcel or operation. This capital facilities fee must be sufficient to fund construction of the incremental expansion of the sewer system in order to accommodate the development.

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#### ***Mobility Element***

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## **Stormwater**

### ***Local***

#### **Municipal NPDES Permit**

The City of Long Beach is subject to the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (Permit No. R4-2014-0024, National Pollutant Discharge Elimination System (NPDES) No. CAS004003) (MS4 Permit), which was approved February 6, 2014, and became effective on March 28, 2014. This MS4 Permit supersedes Order No. 99-060 issued in 1999. To implement the requirements of the 1999 MS4 Permit, the City developed the Long Beach Storm Water Management Program, a comprehensive program of practices and activities aimed at reducing or eliminating stormwater pollutants from new development to the maximum extent practicable. On September 8, 2016, the Long Beach

MS4 Permit was amended to incorporate modifications consistent with the revised Los Angeles River Watershed Total Maximum Daily Load, and the amendments became effective upon adoption on November 23, 2016.

The MS4 Permit requires that the City develop a Watershed Management Program (WMP) to implement the requirements of the MS4 Permit on a watershed scale that will include customized strategies, control measures, and best management practices (BMPs). WMPs shall be developed using the Los Angeles Regional Water Quality Control Board (RWQCB) Watershed Management Areas (WMAs). The City can elect to collaborate with other MS4 permittees on the development of an Enhanced Watershed Management Program (EWMP) that will evaluate the multiple benefits of regional projects and implement regional control measures and BMPs. The WMP or EWMP will include an evaluation of existing water quality conditions, identify water quality priorities within each WMA, select watershed control measures, and incorporate compliance schedules. Since January 2015, the following four WMPs have been approved and are currently being implemented: Long Beach Nearshore, Los Cerritos Channel Watershed, Lower Los Angeles River Watershed, and Lower San Gabriel River.

Currently, the MS4 Permit requires that the project designer and/or contractor of all new development and redevelopment projects that fall under specific “priority” project categories must develop a Standard Urban Stormwater Mitigation Plan. Certain categories of development are considered “priority” because the Los Angeles RWQCB determined that they have the greatest potential to degrade water quality. The three categories of “priority” projects include the following: (1) 10 or more home subdivisions; (2) 100,000 sf or larger commercial developments; and (3) projects located adjacent to or directly discharging to environmentally sensitive areas. As the Project falls within category (2), it would be considered a priority project.

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## **Electricity**

### **State**

#### **Title 24 Energy Efficiency Standards**

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations [CCR]) were first adopted in 1976 by the California Energy Commission (CEC) and have been updated periodically since then, as directed by statute. The CEC's statute created separate authority and specific direction regarding what the standards are to address, development criteria, and provided implementation tools, aids, and technical assistance.

The Title 24 standards contain energy and water efficiency requirements for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Section 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the CEC to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Energy Code includes both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Energy Code that contain data and other information that helps builders comply.

The 2022 Energy Code builds on California's technology innovations, encouraging energy efficient approaches to building decarbonization, with emphasis on heat pumps for space heating and water heating. This set of Energy Codes also extends the benefits of photovoltaic and battery storage systems and other demand-flexible technology to work in combination with heat pumps to enable California buildings to be responsive to climate change. It also strengthens ventilation standards to improve indoor air quality. This update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury (CEC 2023).

### **Local**

#### **City of Long Beach General Plan**

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existing circulation system, the Mobility Element considers the mobility of critical resources (e.g., water, energy, and communications). The goals and policies of the Mobility Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning, in Table 4.10-1 (City of Long Beach 2013).

### ***Local***

#### **Sustainable City Action Plan**

The City adopted the Sustainable City Action Plan on February 2, 2010, with the purpose of moving the City towards becoming more sustainable. Sustainability is defined in this plan as maximizing individual benefits and minimizing negative environmental impacts to ensure the long-term health of the environment for the enjoyment and use of current and future generations. The Sustainable City Action Plan includes initiatives, goals, and actions that are meant to guide City decision-makers in striving to meet State and local sustainability goals (Long Beach Office of Sustainability 2010).

#### **Natural Gas**

### ***Local***

#### **City of Long Beach General Plan**

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#### **Solid Waste**

### ***State***

#### **California Integrated Waste Management Act (AB 939)**

The California Integrated Waste Management Act of 1989 (AB 939) created the Board now known as CalRecycle and accomplished the following: (1) it required each jurisdiction in the state to



submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25 percent in 1995 and 50 percent in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions, such as the City of Long Beach. Noncompliance with the goals and timelines set forth within AB 939 can be severe, as the bill imposes fines of up to \$10,000 per day on jurisdictions (cities and counties) not meeting these recycling and planning goals.

The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the lowest adverse impact on human health and the environment. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements. AB 939 has established a waste management hierarchy as follows:

- Source Reduction;
- Recycling;
- Composting;
- Transformation; and
- Disposal.

#### Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions’ performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction’s population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year CalRecycle calculates each jurisdiction’s per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction’s waste generation, CalRecycle may use the per employee disposal rate. Each year’s disposal rate will be compared to that jurisdiction’s 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

#### Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRRA) required the California Integrated Waste Management Board (CIWMB) to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected

and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

#### Mandatory Commercial Organics Recycling Bill (AB 1826)

In October 2014 Governor Brown signed AB 1826 Chesbro (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (please note, however, that multifamily dwellings are not required to have a food waste diversion program). Organic waste (also referred to as organics throughout this resource), for the purposes of AB 1826, means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

The law phased in the requirements for businesses over time, while offering an exemption process for rural counties. Additionally, the law contains a 2020 trigger that further increased the scope of affected businesses. As such, in September of 2020, CalRecycle reduced the threshold to 2 cubic yards of solid waste (solid waste is the total of trash, recycling, and organics) generated by covered businesses (CalRecycle 2023b).

#### Mandatory Commercial Recycling Bill (AB 341)

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 mandates recycling for commercial and multi-family residential land uses. AB 341 aims to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. The Mandatory Commercial Recycling Measure focuses on increased commercial waste diversion as a method to reduce GHG emissions. It is designed to achieve a reduction in GHG emissions of 5 million metric tons of carbon dioxide (CO<sub>2</sub>) equivalents. To achieve the measure's objective, an additional 2 to 3 million tons of materials annually will need to be recycled from the commercial sector by the year 2020 and beyond (CalRecycle 2023a).

#### 2022 California Green Building Standards Code

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2022 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

### ***Local***

#### City of Long Beach Municipal Code

According to Long Beach Municipal Code Section 18.67.070 (Compliance with the WMP), a demolition project of "any valuation" shall submit documentation that it has met diversion requirements. Specifically, the City requires 60 percent of the waste tonnage of construction or demolition debris to be recycled, reused, or diverted from landfills or disposal sites.

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## **Telecommunications**

### **State**

#### **Assembly Bill 2788**

Under AB 2788, a wireless telecommunications collocation facility (i.e., the placement or installation of wireless facilities, including antennas and related equipment, or adjacent to a wireless collocation facility) is subject to a city or county discretionary permit and is obligated to comply with specific criteria. A collocation facility is a permitted use not subject to a discretionary permit. AB 2788 would permit the use of a small cell without a discretionary permit or aesthetic review in all zoning districts, and would instead only be subject to a building or administrative permit, as applicable. In addition, AB 2788 requires that a city or county cannot require an escrow deposit for the removal of a wireless telecommunications facility or any component thereof, unreasonably limit the duration of any permit for a wireless telecommunications facility, or require that all wireless telecommunications facilities be limited to sites owned by parties within the jurisdiction of the city or county. Moreover AB 2788 establishes specific timeframes by which a city or county must review a permit and/or renew a permit for wireless telecommunications facilities.

### **Local**

#### **City of Long Beach General Plan**

As stated above, the City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Transportation (known as the Mobility Element), Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design. This section focuses on the Conservation and Mobility Elements. Project consistency with all elements of the City's General Plan is further analyzed in Section 4.10, Land Use and Planning.

#### ***Mobility Element***

As previously stated, the City of Long Beach General Plan Mobility Element aims to guide development and improvements to the existing circulation system and establishes goals aimed at improving the existing transportation system so that it is responsive to all modes of travel. The Mobility Element also considers balancing the needs of all mobility users, provides context-sensitive street classifications, seeks to improve driving efficiencies, creates multimodal connectivity, encourages active transportation, and protects natural resources. Together with the existing circulation system, the Mobility Element considers the mobility of critical resources (e.g., water, energy, and communications). The goals and policies of the Mobility Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Section 4.10, Land Use and Planning, in Table 4.10-1 (City of Long Beach 2013).

## **4.17.3 PROJECT IMPACTS**

### **A. Methodology**

The utilities analysis in this section is based on a variety of data sources including site plans, utility plans, and review of applicable websites.

## B. Thresholds of Significance

- Threshold 4.17a** *Would the project require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- Threshold 4.17b** *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- Threshold 4.17c** *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*
- Threshold 4.17d** *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?*
- Threshold 4.17e** *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?*

## C. Standard Requirements

No standard requirements would apply to this Project related to utilities and service systems.

### Impact Analysis

- Threshold 4.17a** *Would the project require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

#### **Water**

Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various onsite facilities and process systems. As stated by the Project Applicant, the most water intensive use proposed on the Project Site is the car wash, which is estimated to require approximately 1,000 gallons per day (gpd) of water. However, the car wash would be private, and would only be utilized on average eight times per day. The storage facility is projected to require an additional 200 gallons per day and landscaping would require approximately 190 gpd for a daily total demand of approximately 1,390 gpd. The Project would also be designed to include water conservation measures such as high efficiency toilets, automated faucets, and low flow sprinkler heads where applicable.

As described above and in Section 3.0, Project Description, of this DEIR, the Project would provide extensions into the existing 8-inch water main in Pacific Place to connect to the existing water infrastructure. These new water distribution lines would connect to existing facilities that are located within the Project site and within adjacent roadways. The final design and sizing of on-

site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use.

As part of Project construction, all existing and proposed water pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material. As previously stated, the Project Site would receive water from the LBWD using groundwater produced from the Central Basin; imported water purchased from the MWD; and potentially recycled water from the LBWRP. For purposes of this analysis, it is assumed that domestic water would be used to meet the projected water demand; however, should recycled water be available, this supply would be used to meet the demands related to the car wash and landscaping.

Based on the land use information provided by the developer and the lead agency, the total water demand for this Project is estimated to be 1,390 gpd, which is well within the surplus supplies through 2050 as identified in the 2020 UWMP. Additionally, the LBWD's supplies from groundwater, imported water and recycled water are anticipated to be reliable for at least the next 30 years. As such, the LBWD has adequate existing water infrastructure to serve the proposed Project, and beyond the minor connections to the existing water line in Pacific Place, the Project would not require or result in the construction of new or expanded water facilities. Therefore, impacts related to water infrastructure would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Water Infrastructure: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### ***Wastewater***

Wastewater from the Project Site would be minimal, associated primarily with restrooms in the self-storage facility and the warehouse, as well as the dump station associated with the RV storage area. Wastewater would be collected onsite through a series of proposed 6-inch sewer lateral pipelines located along the eastern portion of the site (JCT 2022), and conveyed to the existing 30-inch LACSD sewer main, which bisect the Project site. Ultimately, the wastewater would be conveyed offsite to the connecting City sewer system, which is operated and maintained by the LBWD. The wastewater collected from the Project Site would then be treated at either the LBWRP or the JWPCP wastewater treatment plants. The LBWRP has a daily capacity of 25 mgd and the JWPCP has a daily capacity of 400 mgd.

Additionally, the Project would be consistent with the estimates for development set forth in the General Plan, and implementation of General Plan policies, existing regulations and local programs would ensure that the two aforementioned facilities have sufficient treatment capacity to accommodate planned growth. Therefore, as the Project would result in a nominal increase in wastewater and would comply with the General Plan goals and policies, both wastewater facilities would have adequate capacity to accommodate anticipated nominal wastewater flows from the Project Site. Also, as part of Project construction, all existing and proposed sewer pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water

would be introduced into the capped waste material. As such, beyond the minor connections to the existing wastewater line in Pacific Place, the Project would not require or result in the construction of new or expanded wastewater facilities. Therefore, impacts related to wastewater infrastructure would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Wastewater Infrastructure: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### ***Stormwater***

As discussed further in Section 4.9, Hydrology and Water Quality, the Project Site would be separated into eight drainage areas (Areas A through H), and two separate Low Impact Development (LID) drainage management areas (DMA A and B) as shown on Exhibit 3-4, LID Plan, located in Section 3.0, Project Description. Drainage Area A (comprised of 2.2 acres), Area B (comprised of 2.4 acres), Area C (comprised of 2.0 acres), and Area D (comprised of 2.1 acres), and Area G (comprised of 0.3 acre) would drain southwest towards LID feature area DMA A, which consists of a stormwater detention and wetland biofiltration system. The overall system is designed to accommodate the volume of water produced by a 0.75-inch storm event, as required by the City's LID Ordinance. DMA A has a storage capacity of 33,499 cubic feet (cf), which exceeds the required storage capacity of 32,550 cf. Drainage Area E (comprised of 1.9 acres), Area F (comprised of 1.0 acre), and Area H (comprised of 1.3 acres) would drain southeast towards LID feature area DMA B, which is comprised of another stormwater detention and wetland biofiltration system. DMA B has a storage capacity of 15,988 cf, which exceeds the required storage capacity of 15,528 cf. The detention system will use high density polyethylene (HDPE) storm drain pipes to ensure durability, water-tightness, and prevent leakage and cross-contamination with the adjacent soils.

Onsite drainage would generally be directed towards a series of new catch basins and underground storage pipes along the site perimeters, which would convey stormwater to the two proposed detention systems located along the western and eastern site and consisting of multiple underground cisterns. The system will store stormwater during storms and then release it into municipal storm drains at a controlled rate so that the post-project runoff rate does not exceed the pre-project rate; and to avoid exceeding the storm drains' capacities. One detention system is located along the eastern site boundary (DMA B) and the other along the western boundary (DMA A), and stormwater discharged from the detention systems would be directed to the two proposed biofiltration systems located on their respective ends, comprised of modular wetlands for treatment, and then the treated stormwater is ultimately conveyed into the municipal storm drains located along the southern portion of the site towards the proposed extension of North Pacific Place northwest and Ambeco Road. Both detention systems would have a greater stormwater capacity than required by the City of Long Beach and MS4 permit. Exhibit 3-4, LID Plan, in Section 3.0, Project Description, illustrates the layout and components of the proposed stormwater management system for the Project.

To collect stormwater that originates offsite and flows to North Pacific Place, two catch basins would be installed in North Pacific Place and a new offsite 36-inch RCP storm drain line would be installed from North Pacific Place extending around the southern perimeter of the Project Site, to be dedicated to the City, which would eventually connect to an existing Caltrans pipe at the southwest corner of the Project Site. This is depicted on the offsite drainage plans included as Appendix J-2 of this DEIR.

Project development would not increase the rate or amount of surface runoff. The proposed stormwater detention systems and biofiltration systems would have capacity meeting City requirements described above. As part of project construction, all existing and proposed storm drainpipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material.

Each element of the Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows from the Project Site under developed conditions. The Project would be required to obtain a Construction General Permit and implement a WQMP. Consistency with these policies is typically determined through the submittal of stormwater control plans and a WQMP to the City prior to issuance of grading permits. With implementation of a stormwater control plan consistent with RWQCB requirements and compliance with City policies pertaining to stormwater and drainage, the Project would have a less than significant impact.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Stormwater Infrastructure: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### ***Electricity***

The Project would install electricity lines onsite and would be responsible to connect to existing electric lines offsite. As stated above, SCE provides electricity to the City including the Project Site. As part of project construction, all existing and proposed electrical facilities would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Electricity use related to lighting and electronic equipment during construction would vary throughout the construction period, depending on the particular construction activities performed at the time, and electricity to power construction activities would be provided by existing SCE infrastructure located within in the Project area. During operations, the Project would connect to existing electric infrastructure operated by SCE. The Project's nominal increased demand for electric services is discussed further in Section 4.5, Energy of this EIR. Due to the limited number of electrical requirements for the Project, the City has adequate existing electric infrastructure to serve the proposed Project. As such, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Electricity Infrastructure: Less than significant impacts would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### ***Natural Gas***

As stated above, the LBGO provides natural gas to the City and the Project Site. However, the Project would not involve the use of natural gas. As such, impacts would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Natural Gas Infrastructure: Less than significant impacts would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### ***Telecommunications Facilities***

As previously stated, Verizon California provides land line telephone service for the Project Site. Frontier and Spectrum provide cable television service on and near the Project Site. The Project would install telecommunications lines onsite and would be responsible to connect to existing offsite lines. As part of Project construction, all existing and proposed telecommunications lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Therefore, impacts related to the telecommunications system would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Natural Gas Infrastructure: Less than significant impacts would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.



**Threshold 4.17b**      ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

As stated above, the Project's water demand would equate to approximately 1,390 gpd, and new water distribution lines would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use. According to the 2020 UWMP, the LBWD projects that water supplies within the Long Beach Water District, which includes the Project Site, will be sufficient to meet all demands through the year 2050 during normal, single dry year, and multiple dry year hydrologic conditions. As such, the 2020 UWMP is anticipated to meet the anticipated Project water demand. In addition, the LBWD has adopted a Water Conservation and Water Supply Shortage Plan to help prevent water supply shortages through aggressive and effective water management programs. The goal of the Shortage Plan is to minimize the impact of a shortage on the City's population and economy, to provide first for public health and fire protection and other essential services, and to ensure that water users who conserve water during normal-year hydrology and wet-year hydrology are not disadvantaged during shortages (LBWD 2021). As such, even with the minor addition of water from the Project equating to approximately 1,390 gpd, the City would have sufficient water supplies to serve the proposed Project during normal, dry, and multiple dry years. Therefore, the potential impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

**Level of Significance After Mitigation**

Water Supply: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

**Threshold 4.17c**      ***Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

As stated above, the wastewater generated from the Project Site would be minimal, associated primarily with restrooms in the self-storage facility and the warehouse, as well as the dump station associated with the RV storage area. The LBWD operates and maintains the City's sewers, and the wastewater would then be treated at either the LBWRP or the JWPCP. As the LBWRP has a capacity of 25 million gallons of wastewater per day (mgd) and average effluent flows in 2022 were approximately 11.39 mgd, there is a remaining daily capacity of 13.61 mgd. In addition, as the JWPCP has capacity of 400 mgd and average wastewater flows in 2022 were 237.03 mgd, there is a remaining daily capacity of 162.97 mgd. The nominal increases in wastewater flow would be well within the remaining daily capacity of both the LBWRP and the JWPCP.

As the anticipated uses proposed by the Project would be similar in nature to that allowed under the current General Plan land use designation, the Project would be consistent with the estimates for development set forth in the General Plan, and implementation of General Plan policies, existing regulations and local programs would ensure that the two aforementioned facilities have sufficient treatment capacity to accommodate planned growth. Therefore, as the Project would result in a nominal increase in wastewater and would comply with the General Plan goals and

policies, both wastewater facilities are anticipated to have adequate capacity to accommodate anticipated nominal wastewater flows from the Project Site. Therefore, potential impacts related to wastewater treatment capacity would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Wastewater Capacity: Less than significant impacts would occur and no mitigation is required.

**Impact Comparison Summary:** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

#### **Threshold 4.17d      *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?***

As stated above, a majority of the City's solid waste is sent to the SERRF, and each month, an average of 825 tons of metal are recycled rather than sent to a landfill. The SERRF facility capacity is approximately 2,240 tons per day, and the SERRF currently processes approximately 1,290 tons per day. As such, there is an approximate additional capacity of 950 tpd at the SERRF. Solid waste that is generated in the City but is not sent to the SERRF is taken to landfills in Orange, San Bernardino, and Riverside Counties, as shown in further detail in Table 4.17-3.

As the existing Site is vacant and no demolition is required, construction solid waste would be generated in limited and nominal quantities. Additionally, as further discussed below, the Project would be required to comply with Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2022 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, Project impacts on solid waste disposal capacity would be less than significant.

Project operation is estimated to generate approximately 1,926 pounds of solid waste per day, as shown below in Table 4.17-3, Estimated Project Solid Waste Generation. Note that no solid waste generation factor is available for self-storage use; and thus, the factor for warehouse use is used here as a conservative estimate.

**TABLE 4.17-3  
ESTIMATED PROJECT SOLID WASTE GENERATION**

Land Use	Quantity	Solid Waste Generation, Pounds per Day	
		Per unit <sup>1</sup>	Total
Self-Storage	152,745 square feet	0.0125 <sup>2</sup>	1,909
Car Wash	2,153 square feet	0.0312	67
<b>Total</b>			<b>1,976</b>
<sup>1</sup> Source: CalRecycle 2020I <sup>2</sup> No solid waste generation factor is available for self-storage use. The factor for warehouse use is used here as a conservative estimate.			

As the operational solid waste generation would be approximately 1,976 pounds per day (or 0.99 tons per day), this would only represent less than one percent of the remaining daily capacity at the SERRF, and would be served by the other landfills within the vicinity if needed. As such, the City and other landfills would have sufficient capacity for the Project and would not generate solid waste in excess of State or local standards. Therefore, Project impacts on solid waste disposal capacity would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Solid Waste Generation: Less than significant impacts would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in a less than significant impact. This conclusion is consistent with the impact conclusion in the MND, which identified less than significant impact pursuant to this threshold.

### **Threshold 4.17e      *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?***

As noted above, Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2022 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated, and all construction waste would be recycled and/or salvaged in accordance with CALGreen Section 5.408.

Additionally, the Project would be required to comply with AB 939 which mandates the reduction of solid waste disposal in landfills, and requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. Thus, the solid waste that would be disposed of at the landfill would be approximately 50 percent of the waste generated. Additionally, compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for the City of Long Beach were 7.6 pounds per day (ppd) per resident and 25.1 ppd per employee. Actual disposal rates for the City were 4.5 ppd per resident and 25.1 ppd per employee. In 2022, the disposal rates for the City were 4.5 ppd and 11.1 ppd per employee, which meets the target City goals (CalRecycle 2023c). The Project would be factored into future disposal rates

for the City, and all generated solid waste would require 50 percent diversion. The Project would include outdoor storage areas specifically for recyclable materials, which would encourage recycling on-site. As the Project would divert 50 percent of operational waste and as the City is primarily responsible for ensuring compliance with target disposal rates, the Project would not interfere with AB 939.

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) and mandates recycling for commercial and multi-family residential land uses. The proposed storage and warehouse uses would include enclosed outdoor storage areas for recyclable materials, and Project operation would comply with AB 341.

Assembly Bill 1826 (AB 1826; California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses, and multifamily residences of five or more units, generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The storage uses are not anticipated to generate organic matter in amounts over the thresholds set by AB 1826. Project-generated landscape maintenance waste would be recycled in compliance with AB 1826. As Project development and operation would comply with existing regulations and local programs for solid waste disposal and diversion, this will ensure the Project would not result in significant impacts to landfill capacities to accommodate the City's increased service population. Consequently, no significant impact would occur.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Solid Waste Regulatory Compliance: No impact would occur and no mitigation is required.

***Impact Comparison Summary:*** The Project would result in no impact. This conclusion is consistent with the impact conclusion in the MND, which identified no impact pursuant to this threshold.

## **4.17.4 CUMULATIVE IMPACTS**

The following sections address various potential cumulative impacts relating to utilities and service systems that could result from implementation of the Project. This cumulative impact analysis is based specifically on the six cumulative projects identified within one mile of the Project Site and also considers the service area of the respective providers.

### ***Water***

As described above, the Project would not result in significant adverse impacts related water supply or water infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase demand for water within the City. All cumulative projects would be required to upgrade and install water infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the

relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of water services and available water supply as part of their environmental and discretionary review process. Therefore, cumulative impacts related to the reliability of water services would be less than significant, and no mitigation is required.

### **Wastewater**

As described above, the Project would not result in significant adverse impacts related wastewater capacity and infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase generation of wastewater within the City. All cumulative projects would be required to upgrade and install wastewater infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of wastewater services and sewer capacity as part of their environmental and discretionary review process. Therefore, cumulative impacts related to the reliability of wastewater services would be less than significant, and no mitigation is required.

### **Stormwater**

As described above, the Project would not result in significant adverse impacts related stormwater infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase stormwater runoff within the City with the increase in impervious surfaces. All cumulative projects would be required to upgrade and install stormwater infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of stormwater and drainage services as part of their environmental and discretionary review process. Therefore, cumulative impacts related to the reliability of stormwater facilities and capacity would be less than significant, and no mitigation is required.

### **Electricity**

As described above, the Project would not result in significant adverse impacts related to electricity supply and infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase electricity usage within the City. All cumulative projects would be required to upgrade and install electric infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of electric facilities as part of their environmental and

discretionary review process. Therefore, cumulative impacts related to the reliability electric facilities and services would be less than significant, and no mitigation is required.

### **Natural Gas**

As described above, the Project would not result in significant adverse impacts related to natural gas supply and infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase natural gas usage within the City. All cumulative projects would be required to upgrade and install natural gas infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of natural gas facilities as part of their environmental and discretionary review process. Therefore, cumulative impacts related to the reliability of natural gas facilities and services would be less than significant, and no mitigation is required.

### **Telecommunications**

As described above, the Project would not result in significant adverse impacts related to telecommunications infrastructure. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase natural gas usage within the City. All cumulative projects would be required to upgrade and install telecommunications infrastructure, as needed, to accommodate each cumulative project, in coordination with utility service providers and the City. These on- and off-site improvements would be analyzed as part of each project's environmental review and would be mitigated to the extent feasible. Therefore, cumulative impacts related to the relocation or upgrade of utilities is not anticipated. Each cumulative project would also be required to evaluate and confirm the availability of telecommunications facilities as part of their environmental and discretionary review process. Therefore, cumulative impacts related to the reliability of telecommunications facilities and services would be less than significant, and no mitigation is required.

### **Solid Waste**

As described above, the Project would not result in significant adverse impacts related to solid waste infrastructure and service providers. Projects considered in the cumulative impact analysis consist of six projects within the City of Long Beach. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis. Future development in the City is expected to increase solid waste generation within the City. Solid waste that would be generated by the cumulative projects as well as the proposed Project would not be cumulatively considerable given these projects would collectively generate a very small percentage of the daily capacity for the landfills that would receive these projects' waste. Also, the City of Long Beach SERRF and additional LASAN landfill system would have the capacity to provide the proposed Project with long-term solid waste disposal services, both on a project-specific and cumulative basis. Therefore, cumulative impacts related to the solid waste would be less than significant, and no mitigation is required.

### **Mitigation Measures**

No mitigation measures are required.

### **Level of Significance After Mitigation**

Cumulative Impacts: Less than significant cumulative impacts would occur and no mitigation is required.

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## SECTION 5.0 ALTERNATIVES

### 5.1 INTRODUCTION

In compliance with CEQA Guidelines Section 15126.6(a), an EIR describes a range of reasonable alternatives to a proposed project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant environmental impacts identified for the Project. EIRs are also required to evaluate the comparative merits of the alternatives that are carried forward for consideration. This chapter of the EIR describes and evaluates project alternatives as required in the CEQA Guidelines.

Key provisions of the CEQA Guidelines on alternatives (Sections 15126.6[b], 15126.6(e) and 15126.6[f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in this EIR.

- The discussion of alternatives shall focus on alternatives to the proposed project or its location which are capable of avoiding or substantially lessening any significant effects of the proposed project, even if these alternatives would impede to some degree the attainment of the proposed project objective, or would be more costly (Section 15126.6[b]);
- The specific alternative of “no project” shall also be evaluated along with its impact (Section 15126.6[e][1]);
- The “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the Draft EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6[e][2]);
- The range of alternatives required in a Draft EIR is governed by the “rule of reason” that requires the Draft EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project. Of those alternatives, the Draft EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the proposed project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (Section 15126.6[f]);
- [For alternative locations,] only locations that would avoid or substantially lessen any of the significant effects of the proposed project need be considered for inclusion in the Draft EIR (Section 15126.6[f][2][A]);
- If the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the

Draft EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location (Section 15126.6[f][2][B]); and

- A Draft EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6[f][3]).

Pursuant to the guidelines stated above, a range of alternatives to the Project is considered and evaluated in this EIR. These alternatives were developed during project planning and environmental review. The discussion in this section provides the following:

- A description of alternatives considered;
- A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Project to a less than significant level; and
- An analysis of whether the alternatives meet most of the objectives of the Project.

## **5.2 PROJECT OBJECTIVES**

As described originally in Chapter 3 of this EIR, the Project is being proposed to meet the following objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-2: Develop the Project Site in an environmentally sensitive manner, including through the implementation of current codes and building standards that require water efficiency and energy efficiency, as well as through the implementation of water quality best management practices, native drought tolerant landscaping, and other water conservation standards.
- OBJ-3: Develop the Project Site in a manner that improves existing site conditions through the implementation of a Response Plan, under the California Land Reuse and Revitalization Act of 2004 (CLRRA), to address historical site contamination from metals, total petroleum hydrocarbons, and volatile organic compounds, which includes the preparation of a Soil Management Plan and construction of an engineered surface cap to prevent future exposure to hazardous materials, install of building protection systems under the Project's buildings and installation of subsurface venting systems, (passive with the capability of making active) beneath the Project's buildings and parking areas, to mitigate potential exposure to methane and soil vapor, and installation of groundwater monitoring wells and perimeter soil vapor probes to monitor subsurface conditions.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.
- OBJ-7: Provide short-term and long-term employment opportunities and generate tax and other revenue for the City.

- OBJ-8: Develop the Project Site with a project that is economically feasible.

### **5.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS**

As previously mentioned, an EIR should consider a range of feasible alternatives that would attain most of the Project objectives, listed above, while reducing one or more of the significant and unavoidable impacts of the Project. Based on the analysis contained in Sections 4.1 through 4.17 of this EIR, all potential impacts related to Project implementation would be reduced to less than significant levels; no significant and unavoidable impacts would occur.

### **5.4 SELECTION OF ALTERNATIVES**

The range of alternatives and methods for selection is governed by CEQA and applicable CEQA case law. As stated in the CEQA Guidelines Section 15126.6(a), the lead agency is responsible for selecting a range of alternatives and must disclose its reasoning for selecting those alternatives. This chapter includes the range of project alternatives that have been selected by the City as lead agency for examination, as well as its reasoning for selecting these alternatives.

As stated in Section 15126.6(a) of the CEQA Guidelines, there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. This rule is described in Section 15126.6(f) of the CEQA Guidelines and requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. As defined in Section 15126.6(f), the rule of reason limits alternatives analyzed to those that would avoid or substantially lessen one or more of the significant effects of a project. Of those alternatives, an EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. Other relevant provisions in the CEQA Guidelines state that EIRs do not need to consider every conceivable alternative to a project, nor are they required to consider alternatives that are infeasible.

#### **5.4.1 ALTERNATIVES CONSIDERED BUT REJECTED**

The CEQA Guidelines require that an EIR identify alternatives that were considered by the lead agency but rejected as infeasible along with a brief explanation of the reasons underlying this determination. Among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are:

1. Failure to meet most of the basic project objectives,
2. Infeasibility, or
3. Inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6(c)).

In accordance with 15126.6(c) of the CEQA Guidelines, alternatives were considered by the City but rejected from further analysis due to one or more of the above reasons. A description of each alternative and the rationale for it being rejected from further consideration is provided below.

#### **Parkland Alternative**

The City considered the potential for a Parkland Alternative, which would involve most or all of the Project Site being developed as public open space. Conceptually, this alternative would involve development of the Project Site with recreational uses including active and passive park facilities such as trails, picnic areas, playgrounds and tot lots, landscaped areas, and natural open

space. The Project Site would need to be remediated prior to being developed for open space recreational use.

In April 2021, the City of Long Beach City Manager's Office developed the City of Long Beach Park Acquisition Feasibility Report (Feasibility Report) to study the feasibility of acquiring open space for park development along the LA River consistent with the 2007 Long Beach Riverlink Plan and the 2007 Lower LA River Master Plan (City of Long Beach 2021) (both discussed in Section 4.10, Land Use and Planning). The Feasibility Report ultimately determined that the Project Site is not recommended for parkland development (City of Long Beach 2021). The Feasibility Report concluded that the Project Site's "location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default" (City of Long Beach 2021). Moreover, the Feasibility Report identified that "eminent domain would likely be needed to create a public park as the property is not listed for sale [;] should eminent domain be the process by which the property is acquired, many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain." (City of Long Beach 2021). No public agency at this time has identified sufficient funding sources to acquire and remediate the Project Site, which was and remains a privately owned property, nor has the City or any other public agency sought to acquire the Project Site. Accordingly, development of the Project Site for public open space is infeasible at the Project Site at this time. Therefore, the Parkland Alternative is not feasible.

Additionally, objectives of the Project involve the development of a storage facility which would thereby support the increased demand for such facilities in the City. The lack of future development would not support key Project Objectives. Specifically, the Parkland Alternative would not support the following six out of the eight Project Objectives to the same degree as the Project:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.
- OBJ-7: Provide short-term and long-term employment opportunities and generate tax and other revenue for the City.
- OBJ-8: Develop the Project Site with a project that is economically feasible.

In summary, the Parkland Alternative is not feasible at this time, and the Parkland Alternative would also not meet six out of eight Project Objectives. Therefore, further analysis of the Parkland Alternative is not provided in this EIR.

### **Alternative Project Site Alternative**

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the Project Site. As stated in Section 15126.6(f)(2)(A), the first step in analyzing alternative sites is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid

or substantially lessen any of the significant effects of the project need to be considered in the EIR. Given that there are no significant and unavoidable impacts associated with the Project, the Alternative Site would not substantially lessen or avoid the impacts of the Project. According to a GIS review conducted by the City in 2023, there are sites within the City of approximately equivalent size to the Project Site that could be developed or redeveloped as a self storage and RV storage project; however, the Project Applicant does not own or control other sites within the City of comparable land area. One of the factors for feasibility of an alternative is “whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (CEQA Guidelines Section 15126.6(f)(1)).” As such, obtaining another site of a similar size is not considered feasible.

Moving the Project to an alternative site also would not support key Project Objectives. Specifically, the Alternative Site would not support the following objectives to the same degree as the Project:

- OBJ-2: Develop the Project Site in an environmentally sensitive manner, including through the implementation of current codes and building standards that require water efficiency and energy efficiency, as well as through the implementation of water quality best management practices, native drought tolerant landscaping, and other water conservation standards.
- OBJ-3: Develop the Project Site in a manner that improves existing site conditions through the implementation of a Response Plan, under the California Land Reuse and Revitalization Act of 2004 (CLRRA), to address historical site contamination from metals, total petroleum hydrocarbons, and volatile organic compounds, which includes the preparation of a Soil Management Plan and construction of an engineered surface cap to prevent future exposure to hazardous materials, install of building protection systems under the Project’s buildings and installation of subsurface venting systems, (passive with the capability of making active) beneath the Project’s buildings and parking areas, to mitigate potential exposure to methane and soil vapor, and installation of groundwater monitoring wells and perimeter soil vapor probes to monitor subsurface conditions.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-8: Develop the Project Site with a project that is economically feasible.

As noted, there are numerous benefits of locating the Project on the Project Site, including that the Project Site will be remediated after decades of environmental contamination, will be developed in an environmental responsible manner, will be appropriately located near the I-405 freeway to minimize Project trips on City roadways, and will develop the Project Site in an economically feasible manner. For these reasons, the Alternative Site is not carried forward for further consideration.

## **5.4.2 ALTERNATIVES CARRIED FORWARD FOR CONSIDERATION**

Pursuant to Section 15126.6 of the CEQA Guidelines, the City selected a reasonable range of alternatives to the Project that might avoid or substantially lessen one or more of the effects of the Project. The two alternatives are described below in sufficient detail to allow for meaningful evaluation, analysis, and comparison of the alternatives with the Project.

## **No Project Alternative**

As required by CEQA Guidelines Section 15126.6(e)(1), a No Project Alternative was considered. The No Project Alternative assumes no further development would occur on the Project Site. The Project Site would continue to exist under existing conditions, which involve continued use as undeveloped land. As discussed in Section 2.0, Introduction, and Section 3.0, Project Description, a 60,000 sf Surcharge Pile was created on the Project Site using 12,000 cy of imported clean soil. The creation of this Surcharge Pile, including earth disturbance and use of construction equipment, is assumed as part of the No Project Alternative. Under operation of the No Project Alternative, the Project Site would remain as it currently exists under existing conditions; the Surcharge Pile would remain in place and no future remediation activities as detailed in the RP would occur.

The No Project Alternative is feasible as it involves no change to the Project Site; however, the No Project Alternative would not meet any of the Project Objectives that are outlined above.

### ***Comparison of the Effects of the No Project Alternative to the Project***

#### **Aesthetics**

Under the No Project Alternative, the Surcharge Pile located at the Project Site would not be altered from its existing condition. Due to the limited height of the Surcharge Pile and the setbacks from public viewpoints, the No Project Alternative would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405. Therefore, the No Project Alternative does not have potential to result in a substantial adverse effect on a scenic vista or to substantially damage scenic resources. Furthermore, the No Project Alternative would occur at the Project Site, which is not located near a State scenic highway; as such, the No Project Alternative would not damage scenic resources within a State scenic highway. The No Project Alternative would not involve the installation of nighttime lighting and would not result in a substantial increase in lighting in the area and would not have adversely affected nighttime views. Although no significant and unavoidable impacts were identified for the Project, the No Project Alternative would reduce impacts regarding aesthetics when compared to the Project because no further development would occur.

#### **Air Quality**

While the No Project Alternative would not involve future construction or related remediation activities, the No Project Alternative would involve the previously completed soil import and ground disturbance related to creation of the Surcharge Pile which resulted in a portion of the calculated air emissions associated with the Surcharge or Site Preparation phase as discussed in Section 4.2, Air Quality. No additional soil disturbance or construction activities would occur, and therefore there would be no additional air emissions associated with Project construction since no future development would occur under the No Project Alternative. Based on previous implementation of mitigation, which required the use of a combination of Tier 3 and Tier 4 engine emission standards for construction equipment during the Site Preparation phase, short-term construction impacts would be less than significant for the No Project Alternative.

Additionally, there would be no impact related to operational impacts because the No Project Alternative would not involve additional vehicular trips or land uses such as energy source emissions, landscape maintenance equipment, consumer products, or architectural coatings that would emit air emissions. The No Project alternative would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Therefore, because the duration of construction-related emissions would be reduced, the No Project



Alternative would result in similar construction impacts over a shorter period of time, but reduced operational impacts when compared to the Project, which was found to have less than significant impacts with mitigation related to this resource topic.

### Biological Resources

The No Project Alternative would involve the previously completed soil import and ground disturbance related to creation of the Surcharge Pile which impacted approximately 1,275 southern tarplant individuals on 1.7 acres on the Project Site, resulting in a significant impact requiring mitigation. As detailed in Section 4.3, Biological Resources, the Project would implement mitigation to reduce impacts to southern tarplant to less than significant levels. However, under the No Project Alternative, no further actions, including implementation of future mitigation, would occur and the impacts related to the loss of southern tarplant would be significant and unavoidable, which would be increased when compared to the Project.

### Cultural Resources

The No Project Alternative would occur on the same site as the Project. As described in Section 4.4, Cultural Resources, of this EIR, the Project Site does not contain historic resources or known archaeological resources or human remains. During the Surcharge Activities, mitigation was implemented to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less than significant levels during the Surcharge Activities. The No Project Alternative would not require future grading within the Project Site or ground disturbance; therefore, there would be no potential to encounter or impact these resources under the No Project Alternative. Therefore, the No Project Alternative would have reduced impacts when compared to the Project which would have less than significant impacts with mitigation.

### Energy

The Project Site is currently undeveloped and does not contain any energy intensive land uses. The Surcharge Activities involved energy consumption which represent a portion of the overall energy consumption required for construction of the Project, as evaluated in Section 4.5, Energy. The No Project Alternative would not require any future construction and would not introduce new infrastructure that would result in future energy demand at the Project Site. A nominal amount of energy consumption would continue related to the small number of existing trips associated with security activities at the Project Site; these trips would continue as part of the No Project Alternative. Therefore, the No Project Alternative would result in reduced Energy impacts compared to the Project, which would require energy use associated with the construction and operation of the Project and would result in less than significant impacts related to this resource topic.

### Geology and Soils

The No Project Alternative would occur on the same site as the Project. As described in Section 4.6, Geology and Soils, of this EIR, the Project Site is located within the Southern California region, which is subject to secondary effects from earthquake; however, the Project Site itself is not located within an earthquake fault zone or above an active fault. The Project Site is subject to liquefaction and lateral setting. The No Project Alternative involved the import of soil to create the Surcharge Pile which is designed to mimic the weight of a multi-story structure; however, no additional grading or ground disturbance would occur. As such, since no future grading or ground disturbance would occur under the No Project Alternative, as well as because the No Project Alternative would not add new structures, it would have reduced impacts when compared to the

Project related to geology and soils, which would result in less than significant impacts with mitigation incorporated.

### Greenhouse Gas Emissions

The Project Site is currently undeveloped. Construction activities associated with the Surcharge Pile emitted GHG emissions, which represent a portion of the overall emissions required for construction of the Project, as evaluated in Section 4.7, Greenhouse Gas Emissions. The No Project Alternative would not require any future construction and would not introduce new infrastructure that would result in future GHG emissions at the Project Site. A nominal amount of GHG emissions would continue related to the small number of existing trips associated with security activities at the Project Site; these trips would continue as part of the No Project Alternative. Therefore, the No Project Alternative would result in reduced impacts compared to the Project, which would result in GHG emissions associated with the construction and operation of the Project and would result in less than significant impacts related to this resource topic.

### Hazards and Hazardous Materials

The No Project Alternative would occur at the same Project Site as the proposed Project. As stated in Section 4.8, Hazards and Hazardous Materials, the Project Site and surrounding areas, including adjoining properties, have been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and above ground storage tanks (ASTs) and an RP has been developed to remediate the Project Site. With the No Project Alternative, the RP would not be implemented and the Project Site would not be remediated.

Specifically, under the No Project Alternative, the engineered cap would not be constructed and none of the associated response actions would occur. As such, remediation activities would not be completed, and therefore impacts associated with hazards and hazardous materials would not be mitigated as they are with the Project, which determined to be less than significant with mitigation incorporated. Accordingly, the No Project Alternative would increase the impacts from hazards and hazardous materials with regard to this topic.

No future construction activities would occur under the No Project Alternative; therefore, additional hazardous materials typically used during construction beyond those used for the Surcharge Pile creation would not be required for this alternative and would not need to be handled, stored, or used on the Project Site.

The No Project Alternative would not involve future operations that would impair or interfere with an adopted emergency response plan or emergency evacuation plan, nor would it result in effects related to construction traffic or detours which could have a potential to affect emergency response. Additionally, the No Project would not increase hazards related to wildfire.

Because the No Project Alternative does not involve remediation of the Project Site, the No Project Alternative would result in increased impacts related to hazards and hazardous materials.

### Hydrology and Water Quality

Like the Project, the No Project Alternative would include the creation of the Surcharge Pile, and a SWPPP was prepared and implemented during this activity which reduced impacts related to water quality to less than significant levels. Because the Surcharge Pile would remain onsite as part of the No Project Alternative, BMPs are required to be maintained and would remain in place in the future, and the non-structural BMPs, water quality monitoring, and other measures required by the SWPPP have been and would continue to be implemented. Although the nature of the

construction impacts would be similar to the Project, the quantity of impacts would be reduced due to the shortened construction timeframe and limited construction equipment that was used. For future operations, the No Project Alternative would not involve further site alteration beyond existing conditions and would not implement additional features related to stormwater retention and drainage improvements, including construction of the permanent LID system; therefore, the improvements associated with the Project would not be implemented.

The No Project Alternative would result in increased impacts related to Hydrology and Water Quality.

### Land Use and Planning

The No Project Alternative would maintain the Project Site as an existing undeveloped area, which is surrounded by undeveloped land and industrial land uses; other uses in the vicinity include residential, park, and an elementary school. The Project Site does not serve as an access route between residential uses or other communities; therefore, no impacts related to this physical division of an established community would result from the No Project Alternative. Also, aside from the creation of the Surcharge Pile, the No Project Alternative would not alter any aspects of the Project Site, so there would be no new potential conflicts with any applicable land use plans or policies that could result from the No Project Alternative. The Surcharge Pile, which is intended to remain on-site, does not conflict with any land use plans or policies. However, the No Project Alternative would not assist in achieving any of the City's goals and policies related to economic development and remediation of contaminated sites. The Project was found to have less than significant impacts related to consistency with land use plans and policies. The No Project Alternative would not implement any remediation activities, which would be inconsistent with Goal 1.5, Policy 1.4 of the City's Open Space and Recreation Element and Development Goals 1, 3, 4 and 10, Protection Goals 3 and 4, and Remedial Action Goals 1 and 2 of the Public Safety Element. Therefore, the No Project Alternative would have an increased impact related to consistency with related plans and programs.

### Noise

The No Project Alternative includes no future construction or operational activities; therefore, this alternative would not generate any future temporary or permanent increase in ambient noise levels in excess of established standards. As such, the No Project Alternative would result in reduced impacts related to temporary construction noise impacts and permanent operational impacts when compared to the Project which would result in less than significant impacts with mitigation incorporated related to this resource topic.

### Population and Housing

The Project Site does not contain any housing; therefore, consistent with the Project, the No Project Alternative would not displace residents or necessitate new housing elsewhere. Under existing conditions, a limited number of staff are employed to provide security services that would continue with the No Project Alternative. Unlike the Project, the No Project Alternative would not create any additional jobs; therefore, the No Project Alternative would not create an increased demand for housing. However, as detailed in Section 4.12, Population and Housing, the increase in housing demand, population, and employment associated with the Project would be within local and regional projections. Given neither the Project nor the No Project Alternative would induce substantial unplanned population growth and would not displace substantial numbers of people or housing, these alternatives would have similar impacts related to this resource topic.

## Public Services

Under the No Project Alternative, the Long Beach Fire Department, and Long Beach Police Department would continue to provide services consistent with existing conditions and there would likely not be any increase in calls for service. The Project would result in a minor increase in Fire Department and Police call volumes, responses, and may potentially increase response times. Additionally, development of the Project would result in a minor increase in non-emergency services provided by the Fire Department such as inspections, plan check, and community relations. However, given the number of employees for the Project, these increases would not create the need for new or expanded Fire or Police facilities. Similarly, since the Project does not propose housing and only a small number of jobs, the Project also has no impact on demand for schools, parks, or libraries. Therefore, the No Project Alternative would result in similar impacts related to public services when compared to the Project, which would result in less than significant impacts related to this resource topic.

## Recreation

The existing Project Site contains undeveloped land. The No Project Alternative would involve no alterations or intensification of uses at the Project Site. Given that the No Project Alternative would not involve the addition of residential units, there would be no increase in the demand for or use of existing neighborhood and regional parks. However, unlike the Project, the No Project Alternative would not set aside an easement to provide public access to the L.A. River in the future if and when the neighboring LACFCD property is developed in the future as open space and/or recreation areas. The No Project Alternative would not create the potential for improved recreational use in the future. Therefore, the No Project Alternative would increase impacts related to recreation when compared to the Project, which would result in less than significant impacts related to this resource topic.

The No Project Alternative would result in increased impacts.

## Transportation

The No Project Alternative would involve no alterations or intensification of uses at the Project Site, which currently generates a nominal number of daily trips and associated vehicle miles traveled, associated with security and maintenance operations. The No Project Alternative would not modify the existing transportation system; therefore, it would not result in any conflicts with programs, plans, ordinances, or policies addressing the circulation system, nor would this alternative result in any hazards related to geometric design features or incompatible uses. The existing Project Site would be served by existing driveways and parking facilities within the Project Site under the No Project Alternative. Emergency access is currently provided to the Project Site via an access driveway, which is adequate to allow for emergency access. Operation of the No Project Alternative would not conflict with programs, plans, or policies, nor would it change the land uses on the Project Site, or emergency access to the Project Site. Therefore, the No Project Alternative would not result in any transportation impacts. When compared to the Project, which would have less than significant impacts, the No Project Alternative would result in reduced impacts related to transportation.

## Tribal Cultural Resources

The No Project Alternative would occur on the same site as the Project. As described in Section 4.16, Tribal Cultural Resources, of this EIR, the Project Site does not contain known tribal cultural resources. Nevertheless, during the Surcharge Activities, mitigation was implemented to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less

than significant levels during the Surcharge Activities. The No Project Alternative would not require future grading within the Project Site or ground disturbance; therefore, there would be no future potential to encounter or impact these resources under the No Project Alternative. Therefore, the No Project Alternative would have reduced impacts when compared to the Project which would have less than significant impacts with mitigation.

### Utilities and Service Systems

The No Project Alternative would not require the installation of any new utilities that are proposed as part of the Project (Water, Wastewater, and Electricity/Telecommunications, Stormwater Detention Basin). As such, the No Project Alternative would not require or result in the relocation or construction of new or expanded utility systems. Also, the No Project Alternative would maintain existing waste generation rates from the Project Site and would not generate future construction and demolition debris. The Project would result in an increased demand for utilities which would require connection to existing utilities and construction of new utilities onsite. Overall, the No Project Alternative would result in reduced impacts related to utilities and service systems when compared to the Project which would result in less than significant impacts.

### Conclusions

#### *Avoid or Substantially Less the Significant Impacts of the Project*

The No Project Alternative, when compared to the Project, would result in reduced impacts related to aesthetics, air quality, cultural resources, energy, geology and soils, GHG, noise, transportation, tribal cultural resources, and utilities and service systems; and the No Project Alternative, when compared to the Project, would result in increased impacts related to biology, hazards and hazardous materials, hydrology and water quality, land use, and recreation.

#### *Attainment of Project Objectives*

The No Project Alternative would not support any of the Project Objectives. Specifically, the No Project Alternative would not support the following objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-2: Develop the Project Site in an environmentally sensitive manner, including through the implementation of current codes and building standards that require water efficiency and energy efficiency, as well as through the implementation of water quality best management practices, native drought tolerant landscaping, and other water conservation standards.
- OBJ-3: Develop the Project Site in a manner that improves existing site conditions through the implementation of a Response Plan, under the California Land Reuse and Revitalization Act of 2004 (CLRRA), to address historical site contamination from metals, total petroleum hydrocarbons, and volatile organic compounds, which includes the preparation of a Soil Management Plan and construction of an engineered surface cap to prevent future exposure to hazardous materials, install of building protection systems under the Project's buildings and installation of subsurface venting systems, (passive with the capability of making active) beneath the Project's buildings and parking areas, to mitigate potential exposure to methane and soil vapor, and installation of groundwater monitoring wells and perimeter soil vapor probes to monitor subsurface conditions.

- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-5: Locate the Project near the I-405 freeway in order to provide adequate vehicular access to the Project Site and to reduce vehicular travel through residential neighborhoods or heavily trafficked City roadways.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.
- OBJ-7: Provide short-term and long-term employment opportunities and generate tax and other revenue for the City.
- OBJ-8: Develop the Project Site with a project that is economically feasible.

### **Alternative 1 – Development According to Existing Land Use Designations Alternative**

Alternative 1 would involve the maximum allowable development under the existing land use designations. The Project Site has a General Plan PlaceType (land use designation) of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The NI General Plan land use designation allows for light industrial, clean manufacturing and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. While a maximum height of 65 feet (ft) is allowed within the NI land use designation, MAP LU-8, Heights, within the City's General Plan Land Use Element identifies the maximum height of the existing Project Site as 40 ft (City of Long Beach 2019). Light Industrial (IL) zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. A detailed description of all uses allowed within areas of the City zoned for IL can be found in Chapter 21.33.060 of the City's Municipal Code. Among other requirements, IL zoning development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55%; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft.

Under Alternative 1, the Project Site would be developed with up to 618,552 sf of light industrial uses in a maximum four-story, 40 ft tall structure that would not exceed 55% coverage, or 7.81 acres of the Project Site. Based on an average unit size of 120 square feet, Alternative 1 would contain approximately 5,154 units. Alternative 1 would also include a surface parking area to accommodate the approximate parking requirement for the land use of 2 spaces per 1,000 sf-GFA) (ORD 16-0025 Section 1, 2016, ORD-15-0010 Section 3, 2015), or approximately 1,238 parking spaces<sup>1</sup>.

### ***Comparison of the Effects of Alternative 1 to the Project***

#### **Aesthetics**

Alternative 1 would construct a maximum 40 ft tall structure, resulting in similar visual impacts to the 44 ft tall self-storage building and associated RV storage proposed by the Project. Consistent with the proposed Project, the Project Site is not located near a State scenic highway and would not result in impacts to a resource within a State scenic highway. Also consistent with the Project, Alternative 1 would not result in a substantial adverse effect on a scenic vista or substantially damage scenic resources. Alternative 1 would be located in an urbanized area already subject to existing sources of night lighting; as such, night lighting would be similar to that under existing

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<sup>1</sup> "Manufacturing, processing, packing, assembly and the like" use utilized to quantify parking requirements.

conditions and that proposed by the Project. Therefore, Alternative 1 would have similar impacts than the Project that would result in less than significant impacts.

### Air Quality

Based on buildout of 618,552 sf of light industrial uses, Alternative 1 would construct a building that is approximately 3 times larger than the Project, thus requiring a longer or more intense construction phasing than the proposed Project. This would involve more equipment and longer durations than the Project, resulting in increased construction emissions when compared to the Project.

According to the Traffic Impact Analysis (TIA), prepared by Psomas, dated March 2024 (Psomas 2024), the self-storage building proposed as part of the Project would generate 300 vehicle trips. Given that Alternative 1 would construct a building that is approximately 3 times larger, it is expected that additional vehicle trips would result. These additional trips would result in increased operational air quality impacts from mobile emissions sources when compared to the Project. Consistent with the Project, this alternative would not likely result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Therefore, at minimum, Alternative 1 would result in increased construction air quality impacts and increased operational air quality impacts compared to the Project, which was found to have less than significant impacts with mitigation incorporated related to this resource topic. Moreover, given the scale of a 618,552 sf structure and the construction equipment and operational mobile source emissions associated with it, and because the IL zoning allows for more intensive industrial uses than the proposed CS zoning, it is possible that air quality emissions from Alternative 1 could be significant and unavoidable.

### Biological Resources

Alternative 1 would involve the previously completed soil import and ground disturbance related to creation of the Surcharge Pile which impacted approximately 1,275 southern tarplant individuals on 1.7 acres on the Project Site, resulting in a significant impact requiring mitigation. Consistent with the Project, Alternative 1 would implement mitigation, as detailed in Section 4.3, Biological Resources, to reduce impacts to southern tarplant to less than significant levels. Further, it is assumed Alternative 1 would comply with all regulatory requirements related to construction activities proximate to nesting birds. Therefore, Alternative 1 would result in similar impacts when compared to the Project.

### Cultural Resources

Alternative 1 would occur on the same site as the Project. As described in Section 4.4 of this EIR, the Project Site does not contain historic resources or known archaeological resources or human remains. During the Surcharge Activities, mitigation was implemented as part of Alternative 1 to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less than significant levels during the Surcharge Activities. Consistent with the Project, there is the possibility that undiscovered intact archaeological deposits may be present in undisturbed soil on the site. Alternative 1 would require grading within the Project Site and substantial ground disturbance; therefore, consistent with the Project, there would be potential to encounter or impact these resources and mitigation requiring monitoring during ground disturbing construction activities would be required to reduce impacts to less than significant levels. Similar to the Project, Alternative 1 would result in less than significant impacts with mitigation incorporated related to this resource topic.

## Energy

The Project Site is currently undeveloped. Construction activities associated with the Surcharge Pile previously implemented as part of Alternative 1 involved energy consumption which represents a portion of the overall energy consumption required for construction of the Project, as evaluated in Section 4.5, Energy.

Based on buildout of 618,552 sf of light industrial uses, Alternative 1 would construct a building that is approximately 3 times larger than the Project and would require longer or more intense construction phasing than the proposed Project. This would involve more equipment or longer durations than the Project, resulting in increased energy consumption when compared to the Project.

Alternative 1 would result in increased daily trips during operational activities when compared to the Project. These additional trips would result in increased energy consumption when compared to the Project. Additionally, the substantially larger building would require more energy to sustain daily operations when compared to the Project. Therefore, Alternative 1 would result in increased construction impacts and increased operational impacts than the Project, which was found to have less than significant impacts related to this resource topic.

## Geology and Soils

Alternative 1 would occur on the same site as the Project. As described in Section 4.6, Geology and Soils, of this EIR, the Project Site is located within the Southern California region, which is subject to secondary effects from earthquake; however, the Project Site itself is not located within an earthquake fault zone or above an active fault. Alternative 1 would be subject to the same potential impacts associated with liquefaction and lateral spreading as the Project; as such, similar mitigation would be required to reduce impacts to a less than significant level. Alternative 1 would involve substantial grading and ground disturbance, consistent with that of the proposed Project. As such, Alternative 1 would have similar impacts to the Project related to geology and soils, which would result in less than significant impacts with mitigation incorporated.

## Greenhouse Gas Emissions

Based on buildout of 618,552 sf of light industrial uses, Alternative 1 would construct a larger building than the Project and would require longer or more intense construction phasing than the proposed Project. This would involve more equipment over longer durations than the Project, resulting in increased GHG emissions when compared to the Project.

Alternative 1 would result in increased daily trips during operational activities when compared to the Project. These additional trips would result in increased GHG emissions when compared to the Project. Additionally, the substantially larger building would require more energy and generate additional solid waste, resulting in increased operational GHG emissions to sustain daily operations when compared to the Project. Therefore, Alternative 1 would result in increased construction impacts and increased operational impacts than the Project, which was found to have less than significant impacts related to this resource topic.

## Hazards and Hazardous Materials

Alternative 1 would occur at the same location as the proposed Project. As stated in Section 4.8, Hazards and Hazardous Materials, the Project Site and surrounding areas, including adjoining properties, have been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and above ground storage tanks (ASTs) and an RP



has been developed to address remediation activities. Consistent with the Project, Alternative 1 involved the creation of the Surcharge Pile, similar to the Project. Like the Project, Alternative 1 would involve the implementation of the RP and defined remedial activities which would reduce impacts related to existing hazardous materials conditions.

Future construction activities would occur under Alternative 1, similar to the Project, and would involve the continued handling, transport, use, and storage of hazardous materials typically used during construction. Alternative 1 would also not involve future operations that would impair or interfere with an adopted emergency response plan or emergency evacuation plan, nor would it result in effects related to construction traffic or detours which could have a potential to affect emergency response. Additionally, Alternative 1 would not increase hazards related to wildfire.

Overall, Alternative 1 would have similar impacts related to hazards and hazardous materials when compared to the Project, which would result in less than significant impacts with mitigation incorporated.

### Hydrology and Water Quality

Similar to the proposed Project, under Alternative 1 construction-related impacts to water quality would be minimized through implementation of structural and non-structural BMPs and preparation and implementation of a LID plan. Alternative 1 would generate additional runoff compared to the existing conditions, which would be managed on-site by a required LID plan consistent with the City's MS4 permit. This system would be sized appropriately and may include features similar to the Project, such as a stormwater detention system, which would prevent flooding on- or offsite and ensure the capacities of existing storm drains would not be exceeded. Although anticipated impacts would be similar to the Project, the number of improvements would be similar when compared to the Project; therefore, impacts would be similar when compared to the Project, which resulted in less than significant impacts.

### Land Use and Planning

Alternative 1 would be constructed in the same location as the Project, which is surrounded by undeveloped land and industrial land uses; other uses in the vicinity include residential, park, and an elementary school. The Project Site does not serve as an access route between residential uses or other communities; therefore, no impacts related to this physical division of an established community would result from Alternative 1. Also, Alternative 1 would be consistent with the Project Site's PlaceType and zoning, and no new potential conflicts with any applicable land use plans or policies would result from Alternative 1, and no General Plan amendment or Zone Change would be needed as with the Project. The Project was found to have less than significant impacts related to consistency with land use plans and policies. Similarly to the Project, Alternative 1 would provide an easement for future pedestrian use, consistent with that proposed by the Project. As such, consistent with the Project, Alternative 2 would not conflict with the City of Long Beach General Plan, City of Long Beach Zoning Code, 2021-2029 Housing Element Update, Connect SoCal, Lower LA River Revitalization Plan, Los Angeles River Revitalization Master Plan (2007), LA River Master Plan (1996), LA River Master Plan (2022), Los Angeles County 2016 Parks Need Assessment, Los Angeles County 2022 Parks Needs Assessment Plus, Parks, Recreation and Marine Strategic Plan (2003), Parks, Recreation and Marine Strategic Plan (2022-2032), Riverlink, I-710 Corridor Community Livability Plan, The West Beach Livability Implementation Plan, City of Long Beach Open Space Acquisition Study, Bicycle Master Plan, and CX3 Pedestrian Plan. Although Alternative 1 would also result in less than significant impacts related to this threshold, Alternative 1 would not require the same approvals as detailed in Section 3.0, Project Description, when compared to the Project, however, this is not considered to be a

significant impact of the Project; therefore, impacts would be similar when compared to the Project.

### Noise

Alternative 1 would involve construction that would generate noise that would be audible at nearby sensitive receptors and may be temporarily annoying in the absence of mitigation. Consistent with the Project, mitigation measures would be required to limit the noise from construction activities to nearby sensitive receptors and would reduce construction noise impacts to less than significant; however, construction noise would likely occur over a longer duration due to the increase in development with Alternative 1. Alternative 1 would generate an increased volume of daily trips when compared to the Project, therefore traffic noise generated by Alternative 1 would be increased when compared to traffic noise associated with the Project.

### Population and Housing

The Project Site does not contain any housing; therefore, consistent with the Project, Alternative 1 would not displace residents or necessitate new housing elsewhere. Based on the development of up to 1,360,812 sf of light industrial uses, Alternative 1 would likely require additional employees when compared to the Project. The anticipated amount of employment may not exceed local or regional projections related because Alternative 1 would be consistent with its General Plan designation and zoning, the employment, population, and housing and would not result in a significant impact; however, the increase in employment, population, and housing would be greater when compared to the Project.

### Public Services

Under Alternative 1, the Long Beach Fire Department, and Long Beach Police Department would continue to provide services at the Project Site. Under Alternative 1, new development would be introduced at the Project Site, resulting in a minor increase in fire protection and police protection, similar to the increase in demand associated with the Project. These increases in demand for services would be increased when compared to the Project. Consistent with the Project, Alternative 1 would not involve construction of housing, and would not result in increased demand for school services from Long Beach Unified School District, and indirectly generate increased demand for local or regional parks or libraries.

### Recreation

Although Alternative 1 would not involve construction of housing, due to the anticipated increase in employment which would likely impact population in the City, it would indirectly result in increased demand for recreational facilities, including local or regional parks. These increases in demand for services would be increased when compared to the Project.

### Transportation

Alternative 1 would generate increased daily trips, which would result in an increased amount of vehicle miles traveled (VMT) than is associated with the Project and an increased impact when compared to the Project. The number of vehicles accessing the site would be increased when compared to the Project, therefore, the City may require improvements to the existing access routes along Pacific Place or Ambeco Road; but it is expected that Alternative 1 would not result in any conflicts with programs, plans, ordinances, or policies addressing the circulation system, nor would this alternative result in any hazards related to geometric design features or

incompatible uses. Emergency access is currently provided to the Project Site via Pacific Place, and would continue to be provided via Pacific Place.

### Tribal Cultural Resources

Alternative 1 would occur on the same site as the Project. As described in Section 4.16, Tribal Cultural Resources, the Project Site does not contain known tribal cultural resources. During the Surcharge Activities, mitigation was implemented as part of Alternative 1 to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less than significant levels during the Surcharge Activities. Consistent with the Project, there is the possibility that undiscovered resources may be present in undisturbed soil on the site. Alternative 1 would require grading within the Project Site and substantial ground disturbance; therefore, consistent with the Project, there would be potential to encounter or impact these resources and mitigation requiring monitoring during ground disturbing construction activities would be required to reduce impacts to less than significant levels. Both Alternative 1 and the Project would result in less than significant impacts with mitigation incorporated related to this resource topic.

### Utilities and Service Systems

Based on buildout of 618,552 sf of light industrial uses, Alternative 1 would construct a larger building than the Project and would result in a higher demand for utilities than the proposed Project, including for water, wastewater, storm water drainage, electricity, natural gas, and landfills, beyond the existing condition. Consistent with the Project, new utility demands would be met through connections to existing utilities and implementation of sustainable sources including solar panels. Additionally, Alternative 1 would increase existing waste generation rates when compared to the Project and would potentially generate increased amounts of construction and demolition debris when compared to the Project, but would comply with all regulatory requirements regarding recycling and waste reduction, similar to the Project.

### Conclusions

#### *Avoid or Substantially Less the Significant Impacts of the Project*

Alternative 1, when compared to the Project, would not result in reduced impacts related to any of the resources categories. Alternative 1, when compared to the Project, would result in increased impacts related to air quality, energy, GHG, operational noise, population and housing, public services, recreation, transportation, and utilities.

#### *Attainment of Project Objectives*

Alternative 1 would involve development of the site according to the current land use designation and zoning, which would support the majority of the identified Project Objectives. However, Alternative 1 would not specifically meet the identified demand for general storage or RV storage. Specifically, Alternative 1 would not support the following objectives:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-4: Construct and operate a self-storage building and self-storage units in order to adequately serve the increased demand in the Long Beach area.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.

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## **Alternative 2 – Reduced RV Storage Alternative**

Alternative 2 would involve development of the self storage building and associated parking lot, similar to the Project, but a reduced RV parking component. Alternative 2 would involve development of a four-story, 206,756-sf self-storage building consisting of approximately 1,681 self-storage units on four levels, same as for the Project. Ancillary uses would include one lobby, approximately 900 sf of leasing office, and two unisex restrooms on the first floor. Parking would include 27 standard automobile parking stalls and 5 ADA compliant stalls. Alternative 2 would develop the balance of the site with 350 RV parking spaces, approximately 65% of the spaces proposed by the Project, to increase the ease of circulation throughout the site as compared to the Project. All RV spaces would be pull-through and the spaces and drive aisles would be wider than the Project. No car wash would be developed as part of Alternative 2.

Similar to the Project, utility connections would occur and Low Impact Development (LID) plan features would be constructed. As part of the construction process, Alternative 2 would also implement the Response Plan as detailed in Section 3.0, Project Description, and Section 4.8, Hazards and Hazardous Materials. Therefore, it is assumed that Alternative 2 would result in full site disturbance.

### ***Comparison of the Effects of Alternative 1 to the Project***

#### **Aesthetics**

Alternative 2 would construct a 40-foot-tall structure with an additional 4-foot parapet, same as the Project, and would involve construction of the RV parking area and associated canopies. Therefore, although the amount of development is reduced because of the reduction in the number of RV parking spaces, the entire site would be disturbed and the overall height of development would be the same as with the Project. Visual impacts would therefore be similar to impacts associated with the Project, which were determined to be less than significant. Consistent with the proposed Project, the Project Site is not located near a State scenic highway and would not result in impacts to a resource within a State scenic highway. Also consistent with the Project, Alternative 2 would not result in a substantial adverse effect on a scenic vista or substantially damage scenic resources. Alternative 2 would be located in an urbanized area already subject to existing sources of night lighting; as such, night lighting would be similar to existing conditions and what is proposed by the Project. Alternative 2 would have similar impacts when compared to the Project, which would result in less than significant impacts.

#### **Air Quality**

Alternative 2 would construct a self-storage building similar to the Project, a reduced number of RV parking spaces, and would not include construction of a car wash. The reduction in overall development would require shorter or less intense construction phasing than the proposed Project. This would involve fewer pieces equipment and shorter durations than the Project, resulting in reduced construction emissions when compared to the Project.

Although vehicle trips would be the same for the self-storage building, the reduction in RV parking spaces would reduce the number of trips associated with that portion of the site when compared to the Project. This reduction in daily trips would result in reduced operational air quality impacts from mobile emissions sources, and specifically diesel emissions associated with the RV parking area, when compared to the Project. Consistent with the Project, this alternative would not likely result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Therefore, Alternative 2 would result in reduced construction air quality impacts

and reduced operational air quality impacts compared to the Project, which was found to have less than significant impacts with mitigation incorporated related to this resource topic.

### Biological Resources

Alternative 2 would involve the previously completed soil import and ground disturbance related to creation of the Surcharge Pile which impacted approximately 1,275 southern tarplant individuals on 1.7 acres on the Project Site, resulting in a significant impact requiring mitigation. Consistent with the Project, Alternative 2 would implement mitigation, as detailed in Section 4.3, Biological Resources, to reduce impacts to southern tarplant to less than significant levels. Further, it is assumed Alternative 2 would comply with all regulatory requirements related to construction activities proximate to nesting birds. Therefore, Alternative 2 would result in similar impacts when compared to the Project.

### Cultural Resources

Alternative 2 would occur on the same site as the Project. As described in Section 4.4 of this EIR, the Project Site does not contain historic resources or known archaeological resources or human remains. During the Surcharge Activities, mitigation was implemented as part of Alternative 2 to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less than significant levels during the Surcharge Activities. Consistent with the Project, there is the possibility that undiscovered intact archaeological deposits may be present in undisturbed soil on the site. Alternative 2 would require grading within the Project Site and substantial ground disturbance; therefore, consistent with the Project, there would be potential to encounter or impact these resources and mitigation requiring monitoring during ground disturbing construction activities would be required to reduce impacts to less than significant levels. Both Alternative 2 and the Project would result in less than significant impacts with mitigation incorporated related to this resource topic. Alternative 2 would result in similar impacts.

### Energy

The Project Site is currently undeveloped. Construction activities associated with the Surcharge Pile previously implemented as part of Alternative 2 involved energy consumption which represents a portion of the overall energy consumption required for construction of the Project, as evaluated in Section 4.5, Energy.

Based on buildout of the 206,756-sf self-storage building and a reduced RV parking area, overall development would be reduced for Alternative 2 when compared to the Project and would require shorter or less intense construction phasing than the proposed Project. This would involve a reduced number and type of equipment or shorter durations than the Project, resulting in reduced energy consumption when compared to the Project.

Alternative 2 would result in fewer daily vehicle trips during operational activities due to the reduction of RV parking spaces. The reduction in trips would result in reduced energy consumption when compared to the Project. Therefore, Alternative 2 would result in reduced construction impacts and reduced operational impacts than the Project, which was found to have less than significant impacts related to this resource topic. Alternative 2 would result in reduced impacts.

### Geology and Soils

Alternative 2 would occur on the same site as the Project. As described in Section 4.6, Geology and Soils, of this EIR, the Project Site is located within the Southern California region, which is

subject to secondary effects from earthquake; however, the Project Site itself is not located within an earthquake fault zone or above an active fault. Alternative 2 would be subject to the same potential impacts associated with liquefaction and lateral spreading as the Project; as such, similar mitigation would be required to reduce impacts to a less than significant level. Alternative 2 would involve substantial grading and ground disturbance, consistent with that of the proposed Project. As such, Alternative 2 would have similar impacts to the Project related to geology and soils, which would result in less than significant impacts with mitigation incorporated.

### Greenhouse Gas Emissions

Based on buildout of the 206,756-sf self-storage building and a reduced RV parking area, overall development would be reduced for Alternative 2 when compared to the Project and would require shorter or less intense construction phasing than the proposed Project. This would involve a reduction in equipment number over shorter durations than the Project, resulting in reduced GHG emissions when compared to the Project.

Alternative 2 would result in fewer daily trips during operational activities due to the reduction of RV parking spaces. The reduction in trips would result in reduced operational GHG emissions when compared to the Project. Therefore, Alternative 2 would result in reduced GHG emissions than the Project, which was found to have less than significant impacts with mitigation incorporated related to this resource topic.

### Hazards and Hazardous Materials

Alternative 2 would occur at the same location as the proposed Project. As stated in Section 4.8, Hazards and Hazardous Materials, the Project Site and surrounding areas, including adjoining properties, have been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and above ground storage tanks (ASTs) and an RP has been developed to address remediation activities. Consistent with the Project, Alternative 2 would involve the creation of the Surcharge Pile. Like the Project, Alternative 2 would involve the implementation of the RP and defined remedial activities which would reduce impacts related to existing hazardous materials conditions.

Future construction activities would occur under Alternative 2, similar to the Project, and would involve the continued handling, transport, use, and storage of hazardous materials typically used during construction. Alternative 2 would also not involve future operations that would impair or interfere with an adopted emergency response plan or emergency evacuation plan, nor would it result in effects related to construction traffic or detours which could have a potential to affect emergency response. Additionally, Alternative 2 would not increase hazards related to wildfire.

Overall, Alternative 2 would have similar impacts related to hazards and hazardous materials when compared to the Project, which would result in less than significant impacts with mitigation incorporated.

### Hydrology and Water Quality

Similar to the proposed Project, under Alternative 2 construction-related impacts to water quality would be minimized through implementation of structural and non-structural BMPs and preparation and implementation of a LID plan. Alternative 2 would generate additional runoff compared to the existing conditions, which would be managed on-site by a required LID plan consistent with the City's MS4 permit. This system would be sized appropriately and may include features similar to the Project, such as a stormwater detention system, which would prevent flooding on- or offsite and ensure the capacities of existing storm drains would not be exceeded.

Because the same area would be subject to development, it is anticipated that the required stormwater system would be similar in size and capacity than what is proposed for the Project. Anticipated impacts would be similar to the Project, which would result in less than significant impacts.

### Land Use and Planning

Alternative 2 would be constructed in the same location as the Project, which is surrounded by undeveloped land and industrial land uses; other uses in the vicinity include residential, park, and an elementary school. The site does not serve as an access route between residential uses or other communities; therefore, no impacts related to the physical division of an established community would result from Alternative 2. Alternative 2 would require similar approvals from the City of Long Beach and other Responsible Agencies, similar to the Project. The Project was found to have less than significant impacts related to consistency with land use plans and policies. Alternative 2 would develop similar land uses to the Project and would provide an easement for future pedestrian use, consistent with that proposed by the Project. As such, consistent with the Project, Alternative 2 would not conflict with the City of Long Beach General Plan, City of Long Beach Zoning Code, 2021-2029 Housing Element Update, Connect SoCal, Lower LA River Revitalization Plan, Los Angeles River Revitalization Master Plan (2007), LA River Master Plan (1996), LA River Master Plan (2022), Los Angeles County 2016 Parks Need Assessment, Los Angeles County 2022 Parks Needs Assessment Plus, Parks, Recreation and Marine Strategic Plan (2003), Parks, Recreation and Marine Strategic Plan (2022-2032), Riverlink, I-710 Corridor Community Livability Plan, The West Beach Livability Implementation Plan, City of Long Beach Open Space Acquisition Study, Bicycle Master Plan, and CX3 Pedestrian Plan. Alternative 2 would require the same approvals as detailed in Section 3.0, Project Description, when compared to the Project Alternative 2 would also result in less than significant impacts related to this threshold.

### Noise

Alternative 2 would involve construction that would generate noise that would be audible at nearby sensitive receptors and may be temporarily annoying in the absence of mitigation. Although the construction duration may be reduced when compared to the Project due to the reduction in RV parking area, mitigation measures would be required to limit the noise from construction activities to nearby sensitive receptors and would reduce construction noise impacts to less than significant, similar to the Project. Alternative 2 would generate a reduced volume of daily trips when compared to the Project, therefore traffic noise generated by Alternative 2 would be reduced when compared to traffic noise associated with the Project, which would result in less than significant impacts.

### Population and Housing

Under Alternative 2, the same site would be developed as with the Project. The Site does not contain any housing; therefore, consistent with the Project, Alternative 2 would not displace residents or necessitate new housing elsewhere. Based on the development of a self-storage building and reduced RV parking area, Alternative 2 may require a slightly reduced number of employees when compared to the Project. Consistent with the Project which would result in less than significant impacts, the anticipated amount of employment would not exceed local or regional projections related.

### Public Services

Under Alternative 2, the Long Beach Fire Department, and Long Beach Police Department would continue to provide services at the Project Site. Under Alternative 2, new development would be

introduced at the Project Site resulting in a minor increase in fire protection and police protection, similar to the Project which identified a less than significant impact. Due to the reduced RV parking component, these increases in demand for services might be slightly reduced when compared to the Project which identified a less than significant impact. Consistent with the Project, Alternative 2 would not involve construction of housing and would not result in an impact related to schools, parks, or libraries.

### Recreation

Although Alternative 2 would not involve construction of housing, the Project would result in a nominal increase in employment and related population growth in the City. As such, Alternative 2 would not result in a significant impact related to the in demand for recreational facilities, including local or regional parks. Consistent with the Project, Alternative 2 would result in a less than significant impact.

### Transportation

Alternative 2 would result in fewer daily trips during operational activities due to the reduction of RV parking spaces which would result in a reduced amount of vehicle miles traveled (VMT) than is associated with the Project and a reduced impact when compared to the Project, which would result in a less than significant impact. Consistent with the Project, Alternative 2 would not require alterations to the existing transportation system; therefore, it would not result in any conflicts with programs, plans, ordinances, or policies addressing the circulation system, nor would this alternative result in any hazards related to geometric design features or incompatible uses. Emergency access is currently provided to the Project Site via Pacific Place and would continue to be provided via Pacific Place.

### Tribal Cultural Resources

Alternative 2 would occur on the same site as the Project. As described in Section 4.16, Tribal Cultural Resources, the Project Site does not contain known tribal cultural resources. During the Surcharge Activities, mitigation was implemented as part of Alternative 2 to reduce potential impacts of previously undiscovered resources. This mitigation reduced impacts to less than significant levels during the Surcharge Activities. Consistent with the Project, there is the possibility that undiscovered resources may be present in undisturbed soil on the site. Alternative 2 would require grading within the Project Site and substantial ground disturbance; therefore, consistent with the Project, there would be potential to encounter or impact these resources and mitigation requiring monitoring during ground disturbing construction activities would be required to reduce impacts to less than significant levels. Both Alternative 2 and the Project would result in less than significant impacts with mitigation incorporated related to this resource topic.

### Utilities and Service Systems

Based on buildout of the 206,756-sf self-storage building and a reduced RV parking area, Alternative 2 may result in a reduced demand for utilities when compared to the proposed Project, including for water, wastewater, storm water drainage, electricity, natural gas, and landfills, beyond the existing condition. Additionally, Alternative 2 would reduce increase waste generation rates over existing conditions, but overall waste generation and construction and demolition debris would be reduced when compared to the Project, which would result in less than significant impacts.



## Conclusions

### *Avoid or Substantially Less the Significant Impacts of the Project*

Alternative 2, when compared to the Project, would result in reduced impacts related to air quality, energy, GHG, noise, transportation, and utilities.

### *Attainment of Project Objectives*

Alternative 2 would involve development of the site with self-storage and RV parking, which would support the majority of the identified Project Objectives. However, Alternative 2 would not specifically meet the identified demand for RV storage to the same extent as the Project. Specifically, Alternative 1 would not support the following objectives to the same extent as the Project:

- OBJ-1: Provide a state of the art, secure storage solution that would meet the increased demand in the Long Beach area, especially for secure, RV storage.
- OBJ-6: Provide sufficient parking to accommodate long-term RV storage stalls and an onsite private car wash for the recreational vehicles and other customer vehicles.

### **5.4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR.

The CEQA Guidelines also state that should it be determined that the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

A comparative summary of the environmental impacts associated with each alternative is provided in Table 5-1, Comparison of Alternatives. As shown, the No Project Alternative would be the environmentally superior alternative, and Alternative 2 would be the environmentally superior build alternative. Although the Project has no significant and unavoidable impacts, the No Project Alternative and Alternative 2 would result in no new environmental impacts and would avoid or reduce some of the Project’s impacts. However, the No Project Alternative would not attain any of the Project Objectives, and Alternative 2 would not fully attain OBJ-1 and OBJ-6 of the Project, related to RV storage.

**TABLE 5-1  
COMPARISON OF ALTERNATIVES**

<b>Impact Area</b>	<b>Project</b>	<b>No Project Alternative</b>	<b>Alternative 1</b>	<b>Alternative 2</b>
Aesthetics	Less Than Significant Impact	Reduced Impact	Similar Impact	Similar Impact
Air Quality	Less Than Significant Impact	Reduced Impact	Increased Impact	Reduced Impact
Biological Resources	Less Than Significant Impact With Mitigation	Increased Impact	Similar Impact	Similar Impact
Cultural Resources	Less Than Significant Impact	Reduced Impact	Similar Impact	Similar Impact
Energy	Less Than Significant Impact	Reduced Impact	Increased Impact	Reduced Impact
Geology and Soils	Less Than Significant Impact With Mitigation	Reduced Impact	Similar Impact	Similar Impact
Greenhouse Gas Emissions	Less Than Significant Impact	Reduced Impact	Increased Impact	Reduced Impact
Hazards and Hazardous Materials	Less Than Significant Impact	Increased Impact	Similar Impact	Similar Impact
Hydrology and Water Quality	Less Than Significant Impact	Reduced Impact	Similar Impact	Similar Impact
Land Use and Planning	Less Than Significant Impact	Increased Impact	Similar Impact	Similar Impact
Noise	Less Than Significant Impact	Reduced Impact	Similar Impact	Reduced Impact
Population and Housing	Less Than Significant Impact	Similar Impact	Increased Impact	Similar Impact
Public Services	Less Than Significant Impact	Reduced Impact	Increased Impact	Similar Impact
Recreation	Less Than Significant Impact	Increased Impact	Increased Impact	Similar Impact
Transportation	Less Than Significant Impact	Reduced Impact	Increased Impact	Reduced Impact
Tribal Cultural Resources	Less Than Significant Impact	Reduced Impact	Similar Impact	Similar Impact
Utilities and Service Systems	Less Than Significant Impact	Reduced Impact	Increased Impact	Reduced Impact

## 5.5 **REFERENCES**

Long Beach, City of. 2021 (April 5). *City of Long Beach Park Acquisition Feasibility Report*. City of Long Beach, CA: the City. <https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2021/april-5--2021---open-space-acquisition-study>.

Psomas. 2024 (March). 3701 Pacific Place Project, Traffic Impact Analysis. Irvine, CA: Psomas (Appendix M).

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## **SECTION 6.0 OTHER CEQA CONSIDERATIONS**

CEQA Guidelines Section 15126 requires all aspects of a proposed project (including planning, acquisition, development, and operation) be considered when evaluating the proposed project's impact on the environment. Section 15126 also sets forth general content requirements for EIRs. The significant environmental effects of the Pacific Place Project are discussed in Sections 4.1 through 4.17 of this Draft EIR, and summarized in Section 1.0, Executive Summary. As addressed through the analysis presented in this Draft EIR, with implementation of project-specific mitigation measures, Project impacts would be less than significant.

This section identifies (1) effects determined not to be significant; (2) significant irreversible environmental changes that would result from implementing the Project; and (3) growth-inducing impacts of the Project.

### **6.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT**

CEQA Guidelines Section 15128 states "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR". As discussed briefly in Section 2.0, Introduction, and based on a review of the Project and the Project Site, the City has determined detailed discussions for agricultural and forestland resources, mineral resources, and wildfire are not required because the Project would not result in any impacts related to those topics.

### **6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROJECT SHOULD IT BE IMPLEMENTED**

CEQA Guidelines Section 15126(d) requires a Draft EIR to describe any significant irreversible environmental changes which would occur as a result of the proposed action should it be implemented. The Project Site exists as an undeveloped site with the exception of the onsite Surcharge Pile. The Project Site is graded gradually at an elevation of between 48 to 50 feet above mean sea level (amsl). The currently ungraded northwestern corner sits at an elevation approximately 4 to 6 feet lower than the majority of the Project Site. As explained in more detail in Section 3.0 (Project Description), the Surcharge Activities were undertaken from September 2020 to January 2021, which included grading, movement of onsite soil from the northern to southern portion of the Project Site, import of certified clean soil from offsite, and creation of the Surcharge Pile from the onsite and imported soils. The Surcharge Pile is approximately 18 feet tall and currently occupies approximately 60,000 square feet of the Site and covers the footprint of the proposed self-storage building. The elevation of the top of this soil is at approximately 74 feet amsl.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stresses would also be impacted by Project implementation, such as air quality through the combustion of fossil fuels and production of greenhouse gases and water supply through the increased potable water demands for drinking, cleaning, landscaping, and general maintenance needs. A nominal increased commitment of public services (e.g., police, fire, and sewer and water services) would also be required. Therefore, implementation of the Project would

result in an irreversible commitment of land, energy resources, and public services. Growth-Inducing Impacts of the Proposed Action

Pursuant to CEQA Guidelines Sections 15126(d) and 15126.2(e), this section is provided to examine ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this proposed project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this proposed project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this proposed project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this proposed project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment (CEQA Guidelines, Section 15126.2(e)). This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft EIR.

- 1. *Would this proposed project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?*** As discussed in Section 3.0, Project Description, new and modified infrastructure facilities are required to accommodate the Project. Specifically, Project development would require vehicular access and circulation improvements, as described in Section 4.15, Transportation. These improvements would be sized and located expressly to serve the Project Site, and would not, therefore, induce growth in the immediate vicinity. The Project would not introduce increased roadway capacity in areas that are not already fully developed or planned for development and redevelopment with urban uses, and therefore would not induce unplanned growth.

Implementation of the Project would involve connection to existing utility infrastructure and construction of new utility infrastructure, as described in Section 4.17, Utilities, as necessary to serve the proposed Project. The utility infrastructure installed as part of the Project would be sized and located expressly to serve the Project Site, and would not, therefore, induce growth in the immediate vicinity.

Approval of the Project and associated discretionary actions would accommodate growth, including economic growth, but would not remove an existing regulatory obstacle to growth. The Project's economic growth would be limited to a nominal number of temporary (construction) and permanent jobs. The Project is not, therefore, considered to be growth-inducing with respect to removal of obstacles to growth. Additionally, as discussed in Section 4.10, Land Use and Planning, the Project would be consistent with the goals/policies of the Long Beach General Plan and other relevant planning documents that address development of the Project Site.

2. ***Would this proposed project result in the need to expand one or more public services to maintain desired levels of service?*** As discussed in Section 4.13, Public Services, the Project would potentially increase the demand for public services (police and fire), however the Project would not require new or expanded public service facilities such as fire or police stations. Therefore, the Project would not necessitate the expansion of existing public service facilities in order to maintain desired levels of service.
3. ***Would this proposed project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?*** During construction associated with the Project, construction-related jobs would be created, which would last until Project construction was completed. This would provide economic stimulus in the area; however, these jobs typically would be filled by existing residents of the region and would not be substantial enough to foster other activities that would have significant effects on the environment.

In addition, the Project would require hiring new employees. As discussed in Section 4.12, Population and Housing, this nominal anticipated increase in employees is within the forecasts for the City and the County. Additionally, the anticipated employment positions are typical of employment opportunities within the City associated with similar uses and would likely not offer a unique enough opportunity to induce job seekers to relocate to the area for the sole purpose of filling these positions. As such, implementation of the Project would result in the creation of jobs but would not facilitate economic effects to the extent that other activities would significantly affect the environment.

5. ***Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?*** No changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement the Project. Regulatory requirements, and Project-specific mitigation measures have been identified in Sections 4.1 through 4.17 to ensure that implementation of the Project complies with all applicable City plans, policies, and ordinances, as applicable, to ensure that there are no conflicts with adopted land development regulations and that environmental impacts are minimized. The Project does not propose any precedent-setting actions that, if approved, would specifically allow or encourage other projects and resultant growth to occur.

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## **SECTION 7.0**

### **LIST OF EIR PREPARERS AND PERSONS CONSULTED**

#### **7.1 EIR PREPARERS**

##### **7.1.1 CITY OF LONG BEACH (LEAD AGENCY)**

###### **Planning & Building**

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Cuentin Jackson, Planner

Carline Hua, Planner

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Manuel Salgado, Engineering Technician II

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Paul Van Dyk, City Traffic Engineer

Bill Pittman, Right-of-way Coordinator Supervisor

###### **City Attorney**

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##### **7.1.2 PSOMAS (EIR CONSULTANT)**

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Jordan Werkmeister, Environmental Planner/Air Quality and Greenhouse Gas Specialist

Jessica Hitchcock, Environmental Planner

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Jennie Ramirez, GIS Specialist

Paul O'Brien, GIS Technician

Darlene Yellowhair, Traffic Engineer

#### **7.2 EIR CONTRIBUTORS**

First Carbon (Biological Resources Assessment)

Roux (Phase 1 ESA, Final Site Assessment Plan, Site Assessment Plan and Report of Findings Addendum, Response Plan, Remedial Design and Implementation Plan, Soil Management Plan, Ambient Air Monitoring Plan)

Carl Kim Geotechnical, Inc.( Geotechnical Exploration, Addendum No. 2 to the Geotechnical Exploration Report, Evaluation of Lateral Spreading, Proposed Self-Storage Facility)

Truxaw and Associates, Inc. (On-Site Hydrology Plans and LID Plan: Storm Drain Plan, off-Site Hydrology Plans: Public Storm Drain Plan Profile, SWPPP)

### **7.3 ORGANIZATIONS AND PERSONS CONSULTED**

#### **7.3.1 NATIVE AMERICAN TRIBE**

Christina Conley from the Gabrielino Tongva Indians of California Tribal Council

Matthew Teutimez on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation

#### **7.3.2 DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)**

### **7.4 APPLICANT**

#### **7.4.1 INSITE**

## **EIR 02-23 Attachments List**

Attachment A - NOP and NOP Comment Letters

Attachment B-1 - IS/MND (2020)

Attachment B-2 - Riverpark Coalition and LA Waterkeeper v. City of Long Beach Court Ruling

Attachment C-1 - Air Quality and Greenhouse Gas Emissions Report

Attachment C-2 - Health Risk Assessment

Attachment C-3 - Air Quality and Greenhouse Gas Emissions Calculations

Attachment D-1 - Biological Resources Assessment (2024)

Attachment D-2 - Jurisdictional Waters Assessment (2024)

Attachment D-3 - Crotch Bumblebee Visual Survey for the Industrial Self-Storage/RV Parking at 3701 Pacific Place (2020)

Attachment D-4 - Focused Special Status Plant Species for the Industrial Self-Storage/RV Parking Project (2020)

Attachment D-5 - Biological Constraints Letter Report for the McDonald Parcels (2020)

Attachment D-6 - Biological Resources Assessment for the Artesia Parcels (2020)

Attachment E-1 - Updated SCCIC Literature Review and Records Search (2023)

Attachment E-2 - Phase 1 Archaeological Cultural Resources Study for the Self-Storage/RV Parking at 3701 North Pacific Place (2020)

Attachment E-3 - Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project (2020)

Attachment F - Energy Calculations

Attachment G-1 - Geotechnical Study

Attachment G-2 - Addendum No.1 to the Geotechnical Study

[Attachment G-3 - Addendum No. 2 to the Geotechnical Study](#)

[Attachment G-4 - Addendum No. 3 to the Geotechnical Study](#)

[Attachment H - Long Beach Climate Action \(LB CAP\) Checklist](#)

[Attachment I-1 - Standard Agreement, California Land Reuse and Revitalization Act, Docket No. HAS-FY19/20-044](#)

[Attachment I-2 - Phase 1 Environmental Assessment \(2019\)](#)

[Attachment I-3 - Phase 1 Environmental Assessment \(2019\) DTSC Acceptance Letter](#)

[Attachment I-4 - Final Site Assessment Plan and Report of Findings \(2020\)](#)

[Attachment I-5 - Final Site Assessment Plan DTSC Acceptance Letter](#)

[Attachment I-6 - Final Phase 1 Environmental Site Assessment \(2020\)](#)

[Attachment I-7 - Site Assessment Plan and Report of Findings Addendum \(2020\)](#)

[Attachment I-8 - Site Assessment Plan and report of findings \(2020\) DTSC Approval Letter](#)

[Attachment I-9 - STSC California Land Reuse Revitalization Act Agreement and Amendment Transmittal](#)

[Attachment I-10 - Response Plan](#)

[Attachment I-11 - DTSC Master Response Draft Response Plan](#)

[Attachment I-12 - Response Plan DTSC Approval Letter](#)

[Attachment I-13 - Remedial Design and Implementation Plan](#)

[Attachment I-14 - Remedial Design and Implementation Plan DTSC Approval Letter](#)

[Attachment I-15 - Draft Response Plan](#)

[Attachment I-16 - Soil Management Plan](#)

[Attachment I-17 - Ambient Air Monitoring Plan](#)

[Attachment J-1 - On-Site Hydrology Plans and LID Plan](#)

Attachment J-2 - Off-Site Hydrology Plans

Attachment J-3 - Storm Water Pollution Prevention Plans

Attachment K - City of Long Beach 2021 Park Acquisition Feasibility Report

Attachment L - Noise and Vibration Report

Attachment M - Traffic Impact Analysis

Attachment N - Kizh Nation Negative Findings Memo