

DRAFT INITIAL STUDY FOR THE SUPPLEMENTAL EIR FOR THE
Pier B On-Dock Rail Support Facility Project
Initial Study for the Supplemental EIR

Harbor Development Permit No. 07-021
State Clearinghouse No. 2009081079

Prepared for:

Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

March 2025

Draft Initial Study for the Supplemental EIR
for the
Pier B On-Dock Rail Support Facility Project

Prepared for:



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March 2025

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LIST OF ABBREVIATIONS

Air Basin	South Coast Air Basin
AQMP	air quality management plan
bgs	below ground surface
BMP	best management practices
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire
CARB	California Air Resources Board
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO	carbon monoxide
COLA	City of Los Angeles
COLB	City of Long Beach
CP	Control Point
DOC	California Department of Conservation
DPM	diesel particulate matter
Draft SEIR	Draft Supplemental Environmental Impact Report
EIR	environmental impact report
EPA	US Environmental Protection Agency
ESHA	environmentally sensitive habitat area
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HAPC	habitat area of particular concern
HFRA	high fire risk area
HMTA	Hazardous Materials Transportation Act
IS	Initial Study
LACSD	Los Angeles County Sanitation District
LBUSD	Long Beach Unified School District
MARAD	United States Maritime Administration
MBTA	Migratory Bird Treaty Act

MSC	Long Beach Multi-Service Center
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM ₁₀	particulate matter with diameters of 10 microns or less
PM _{2.5}	particulate matter with diameters of 2.5 microns or less
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
RCRA	Resource Conservation and Recovery Act
RWQCB	regional water quality control board
SCAQMD	South Coast Air Quality Management District
SEIR	Supplemental Environmental Impact Report
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
SWPPP	stormwater pollution prevention plan
USFWS	United States Fish and Wildlife Service
VCP	vitrified clay pipe
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds

1 INTRODUCTION

The Port of Long Beach (Port or POLB) will prepare a Supplemental Environmental Impact Report (SEIR) to the EIR for the Pier B On-Dock Rail Support Facility Project certified by the Board of Harbor Commissioners in January 2018. The Supplemental EIR will analyze the potential environmental impacts associated with the following proposed minor additions and changes to the Pier B On-Dock Rail Support Facility Project (Project):

- ▶ **D52-D54 Transit Shed Modifications.** Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- ▶ **12th Street Sewer Line Installation.** Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- ▶ **Control Point Foote Wye Track Relocation.** Relocation of the Control Point (CP) Foote Wye, east of the Dominguez Channel to be compatible with the revised mainline track configurations in the CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks.
- ▶ **West Water Street Utility Connections.** Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.
- ▶ **Street Closures.** Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require closure to accommodate track realignment work.
- ▶ **Dominguez Channel Rail Bridge Contractor Area.** Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

This Initial Study is intended to serve as a tool to determine the environmental factors needed to be studied in greater detail in the SEIR. Based on this Initial Study, the proposed Project would potentially result in significant environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources, which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. Therefore, the potential environmental impacts to Cultural Resources, Noise, and Tribal Resources will be discussed and analyzed in the SEIR to the EIR previously certified in 2018 and the addendum to the EIR approved in 2023 for the Pier B On-Dock Rail Support Facility Project.

1.1 BACKGROUND CEQA DOCUMENTS

The analysis in this Initial Study is based in part on the findings of the Final EIR and addendum for the Pier B On-Dock Rail Support Facility Project certified by the Board of Harbor Commissioners.

On January 22, 2018, the Board of Harbor Commissioners certified the Final EIR (State Clearinghouse No. 2009081079), approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (POLB 2016, POLB 2018). The approved Project as evaluated in the Final EIR consists of the following elements:

- ▶ Adding 31 rail yard tracks and 5 arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 rail yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 rail yard tracks, and 5 arrival/departure tracks);
- ▶ Providing for up to 10,000-foot long receiving/departure tracks;

- ▶ Providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- ▶ Providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- ▶ Widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- ▶ Constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite;
- ▶ Realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps; and
- ▶ Relocation of certain existing utility pipelines for the distribution of oil, natural gas, water, communications, and electrical services.

On August 28, 2023, the Board of Harbor Commissioners approved an addendum to the Final EIR for the Pier B On-Dock Rail Support Facility Project (Addendum) to address and analyze technical changes and minor additions to the Project in accordance with CEQA. The changes do not result in any significant impacts, nor a substantial increase in the severity of any previously identified significant impacts in the Final EIR. In addition, no new information of substantial importance showed that mitigation measures or alternatives that were previously found not to be feasible or considerably different from those analyzed in the certified Final EIR would substantially reduce one or more significant effects on the environment (POLB 2023a). Changes to the Project analyzed in the approved Addendum included:

- ▶ Adjustments to the boundary limits for the Pier B Project in the original certified EIR to provide additional land space during and for construction activities including utility relocation, traffic control, temporary construction equipment staging and contractor work areas, private property acquisition; and
- ▶ Use of an updated methodology involving Horizontal Directional Drilling, as opposed to traditional dig and trench activities, to relocate existing oil infrastructure within the Pier B Project limits and along Pico Avenue to new utility corridors.

1.2 BACKGROUND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTS

Following certification of the EIR by the Board of Harbor Commissioners in 2018, the United States Maritime Administration (MARAD) prepared an Environmental Impact Statement (EIS) for the Pier B On-Dock Rail Support Facility Project in accordance with the National Environmental Policy Act (NEPA) and issued the Record of Decision approving the EIS on April 7, 2022 (MARAD 2020, MARAD 2022).

1.3 SUPPLEMENTAL CEQA DOCUMENT

In accordance with CEQA, as set forth in Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, no subsequent or supplemental EIR shall be required unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162(a); see also Public Resources Code Section 21166).

Section 15163 of the State CEQA Guidelines provides that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) Any of the conditions described in State CEQA Guidelines Section 15162 (above) would require preparation of a subsequent EIR, and
- (2) Only minor additions or changes would be necessary to make the previous EIR apply to the project in the changed situation.

Section 15163(b) of the State CEQA Guidelines further states that a supplement to an EIR need to contain the information necessary to make the previous EIR adequate for the project as revised. Since certification of the Final EIR for the Project in 2018, there have been several revisions and updates to CEQA and the State CEQA Guidelines; the State CEQA Guidelines were updated in December 2018 and several new topics were added. State CEQA Guidelines Section 15007(c) states that if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in [State CEQA] Guideline amendments taking effect before the document is finally approved. Therefore, because the Port intends to prepare a Supplemental EIR, the Supplemental EIR will only contain the information necessary to make the previous EIR adequate for the Project.

1.4 DOCUMENT ORGANIZATION

This Initial Study is organized as follows:

- ▶ **Chapter 1: Introduction.** This chapter introduces the environmental review process.
- ▶ **Chapter 2: Project Description.** This chapter provides a description of the proposed Project.
- ▶ **Chapter 3: Environmental Checklist.** This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist (Appendix G of the State CEQA Guidelines). The CEQA Environmental Checklist considers, for each environmental topic, whether the project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact.
- ▶ **Chapter 4: References.** This chapter lists the references used in preparation of this IS.
- ▶ **Chapter 5: Report Preparers.** This chapter lists the authors of each chapter and section.
- ▶ **Chapter 6: References:** This chapter identifies the organizations and persons consulted during preparation of this Initial Study and the documents and individuals used as sources for the analysis.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Project is located in southern Los Angeles County in the POLB and City of Los Angeles (COLA) (Figure 2-1). The Project site is located across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the COLA. The Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north. In addition to privately owned property, a variety of public agencies own property within the Pier B Project site and in its vicinity, including the POLB; COLB; COLA; Port of Los Angeles (POLA); Union Pacific Railroad Company and BNSF Railway Company; Alameda Corridor Transportation Authority; Los Angeles County Flood Control District; and Southern California Edison.

2.2 PROJECT PURPOSE AND OBJECTIVES

The objectives of the proposed Project remain the same as those identified in the certified Final EIR (POLB 2018), consisting of the following:

- ▶ Support the transition to a more efficient, more economically competitive and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016);
- ▶ Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities;
- ▶ Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards;
- ▶ Provide additional Port rail capability to support and maximize on-dock intermodal operations to a targeted goal of 30 to 35 percent of containers handled by on-dock rail;
- ▶ Receive and depart, within the confines of the rail yard, up to 10,000-foot-long trains to accommodate the increasing use of such trains by the Class I railroads; and
- ▶ Improve motorist and rail safety by eliminating an existing at-grade crossing at 9th Street and Pico Avenue.



Source: Adapted by Ascent in 2024.

Figure 2-1 Regional Location

2.2.1 12th Street Sewer Line Installation

The existing sewer line along W 12th Street between Harbor Avenue and Fashion Avenue would be extended eastward toward Fashion Avenue where it would connect with an existing Los Angeles County Sanitation District (LACSD) sewer line (Figure 2-5). This alignment would include 2,970 linear feet (LF) of 36-inch-diameter vitrified clay pipe (VCP) sewer and 357 LF of 18-inch-diameter polyvinyl chloride (PVC) force main from the lift station to convey flows to the proposed gravity system. Construction related to the sewer system installation would include traffic control, pavement saw cutting, pavement removal, trenching, excavation, and disposal of soil, pipeline construction, soil import and backfill, base and pavement construction, and striping.

2.2.2 CP Foote Wye Relocation

To provide access to the Control Point (CP) Foote Wye located east of the Dominguez Channel, existing CP Foote Wye tracks would be relocated to be compatible with the revised mainline track configurations in the CP Crucero area (Figure 2-6). This track reconstruction would require the expansion of the Pier B Project boundary limit in the CP Crucero Area to accommodate construction access, construction staging and laydown, clearing and grubbing, demolition, track removal, concrete drainage ditch reconstruction, fencing and gate reconstruction, and railroad signalization. Shifting the CP Foote wye track would require the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication and oil utilities. The utilities in the area of the shifted wye track will have casing installed to protect each utility from new railroad loading and to allow for easier access for maintenance in the post construction condition. Where the utilities are impacted longitudinally the utility will be relocated into an adjacent utility corridor so that the utility can be accessed for future inspection and maintenance.

2.2.3 West Water Street Utility Connections

Sewer and water lines would be installed along West Water Street, near the I-710 interchange at Ocean Boulevard, connecting to the new compressed air building (Figure 2-7). This involves saw cutting pavement, trenching, and excavation to less than 10 feet below the ground surface.

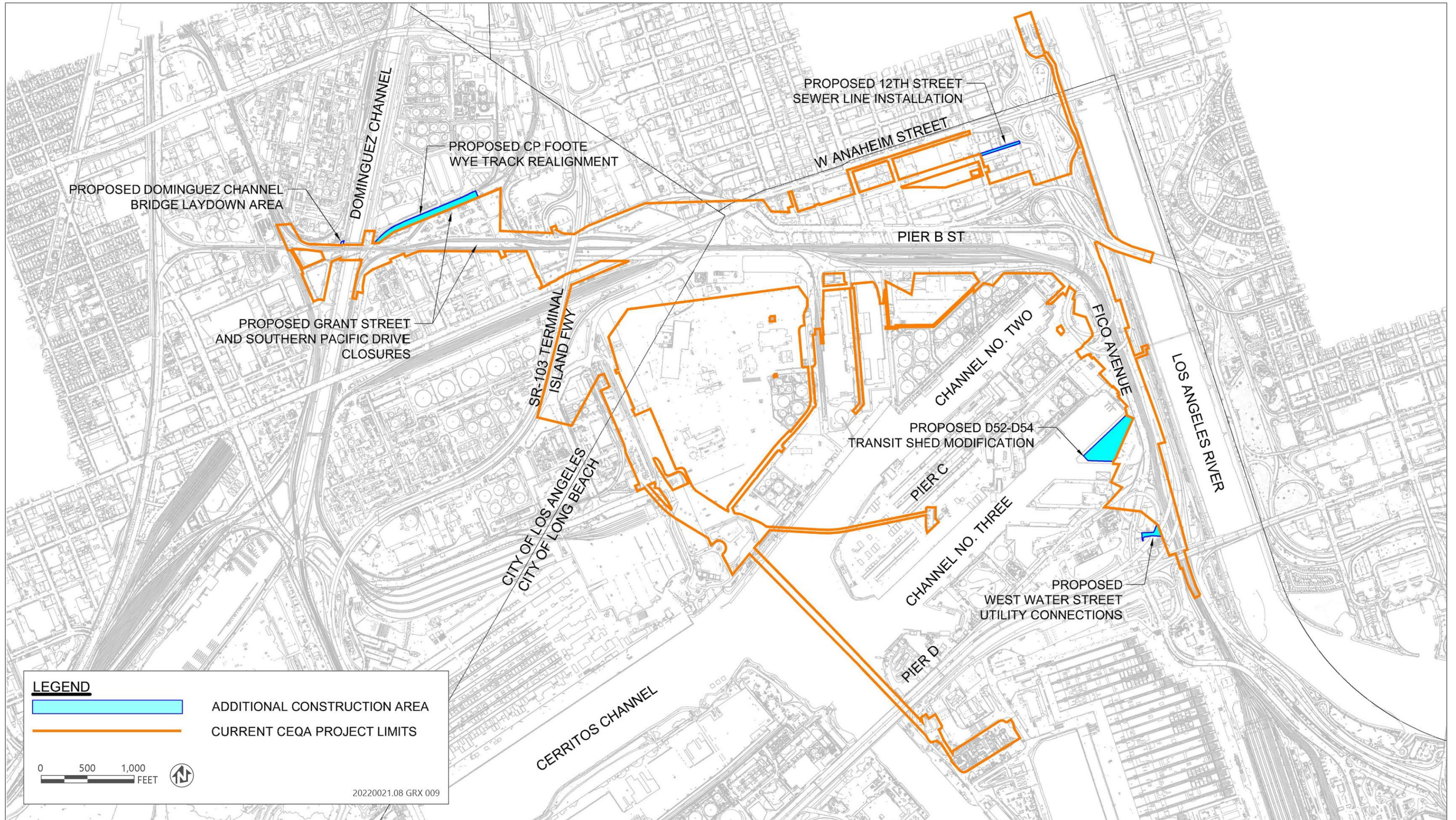
2.2.4 Street Closures

As part of the CP Foote Wye relocation, Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work (see Figure 2-6). These streets are not publicly accessible and are within the CP Foote Wye area.

2.2.5 Dominguez Channel Rail Bridge Contractor Area

Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge (see northwest portion of Figure 2-6).

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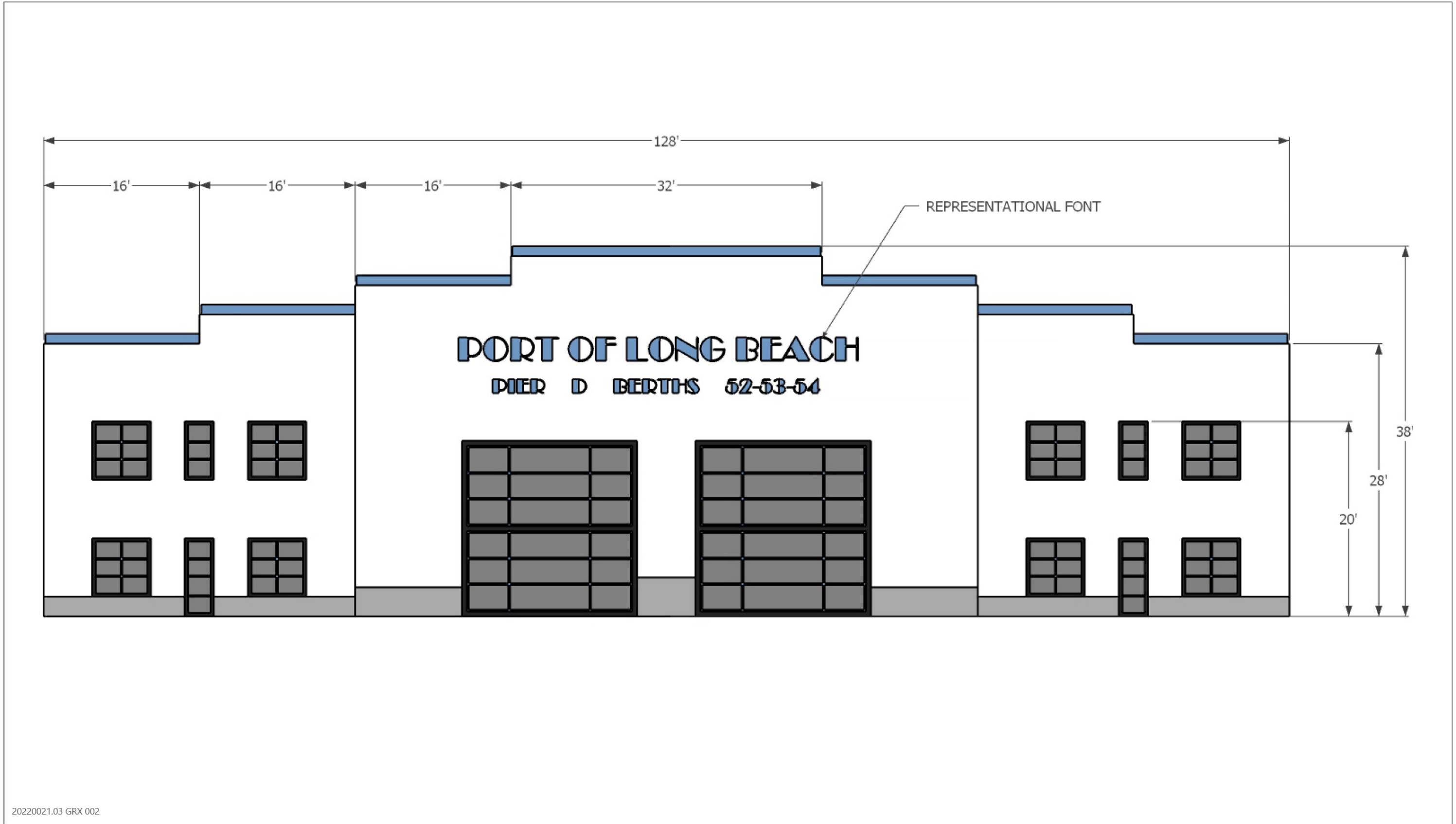
Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-2 Project Location



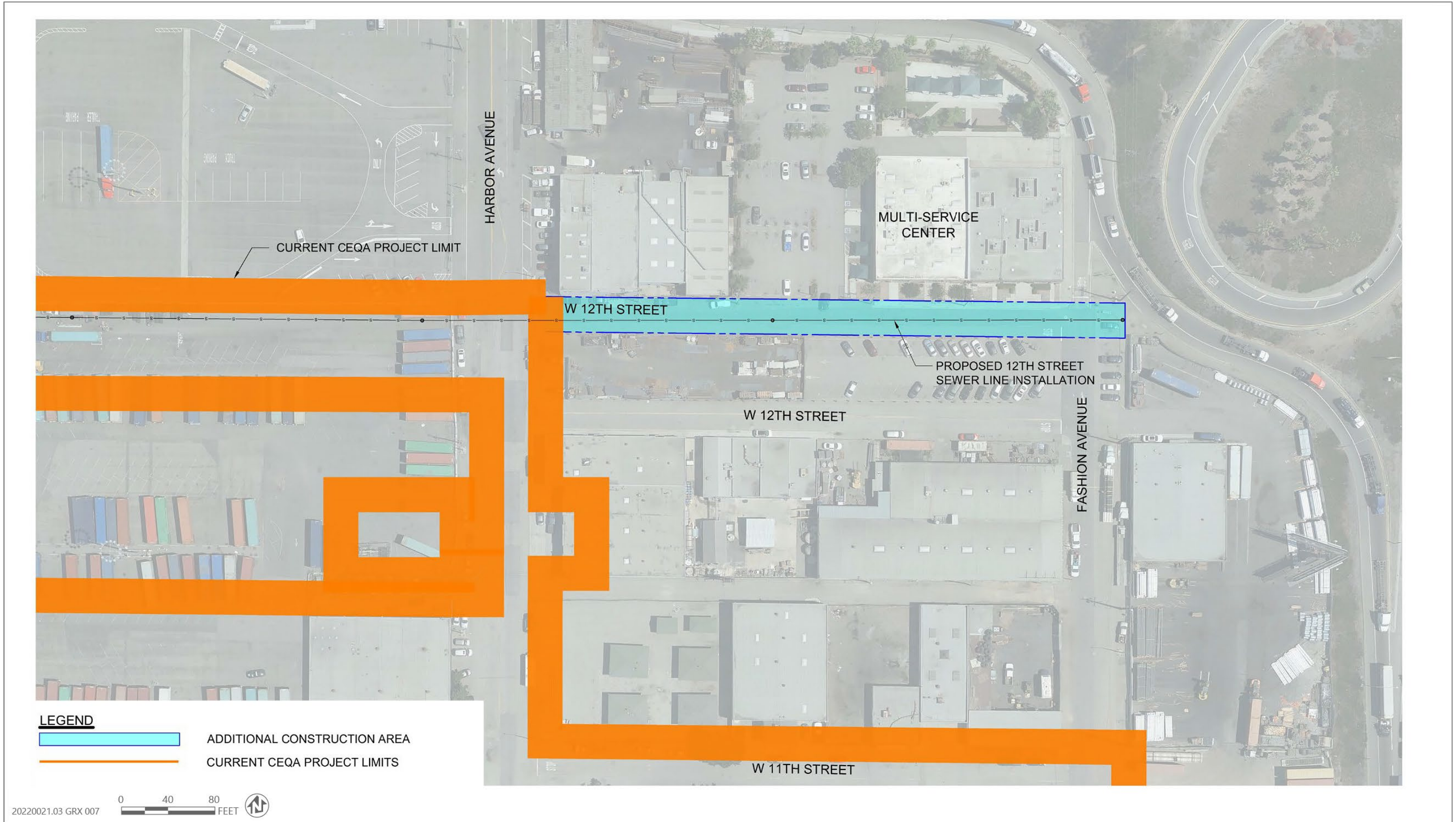
Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

Figure 2-3 Berths D52-D54 Transit Shed Modifications



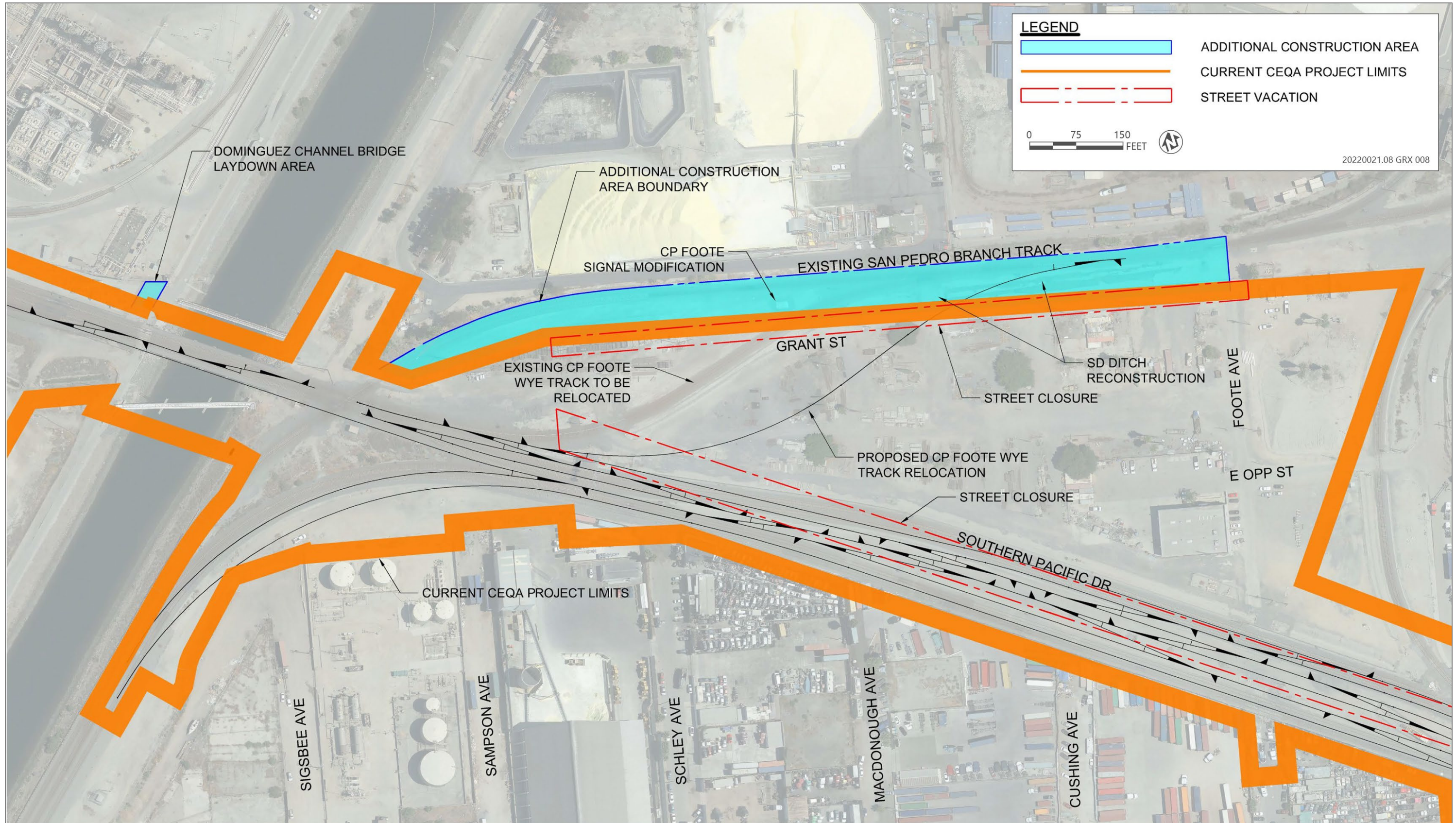
Source: Image produced and provided by HDR in 2021; adapted by Ascent in 2024.

Figure 2-4 Proposed East Elevation Concept for Berths D52-54 Transit Shed



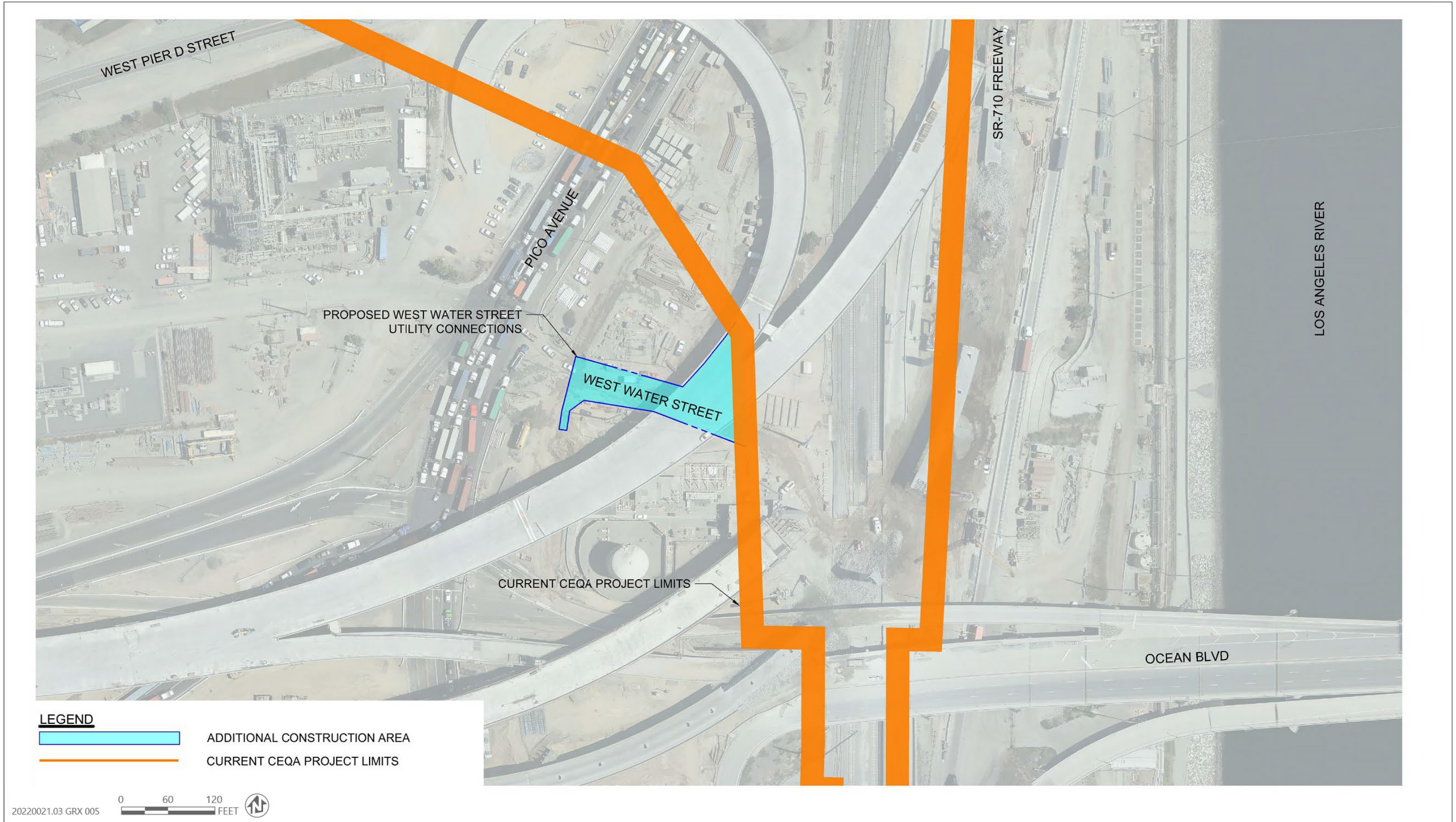
Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

Figure 2-5 12th Street Sewer Line Installation



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-6 CP Foote Wye Relocation



Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024

Figure 2-7 West Water Street Utility Connections

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: Pier B On-Dock Rail Support Facility
2. Lead Agency Name and Address: Port of Long Beach (City of Long Beach Harbor Department)
415 W. Ocean Blvd.
Long Beach, CA 90802
3. Contact Person and Contact Information: Alex Holford, Environmental Specialist
Email: Alex.Holford@polb.com
Telephone: 562.283.7100
4. Project Location: The proposed Project is located in southern Los Angeles County in the Port of Long Beach (Figure 2-1). The Pier B Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north (Figure 2-2). In addition to privately owned property, a variety of public agencies own property within the Approved Project site and in its vicinity, including the POLB; City of Long Beach; City of Los Angeles; Port of Los Angeles; Union Pacific Railroad and Burlington Northern Santa Fe Railroad; Alameda Corridor Transportation Authority; Los Angeles County Flood Control District; and Southern California Edison.
5. Project Sponsor's Name and Address: Port of Long Beach (City of Long Beach Harbor Department)
415 W. Ocean Blvd.
Long Beach, CA 90802
6. General Plan Designation: The portions of the Project site located in the City of Long Beach are designated under the City of Long Beach General Plan Land Use Element as a Regional Serving Facility (RSF), according to the General Plan Land Use Map (COLB 2019a). The City of Los Angeles' General Plan Land Use designates the portion of the Project site within the City of Los Angeles' jurisdiction as Heavy Manufacturing. The portion of the Project site within the City of Los Angeles is also partially within the Wilmington-Harbor City Community Plan Area (COLA 1999).
7. Zoning: The Pier B Project site spans across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the City of Los Angeles.
8. Description of Project: Chapter 2 provides a detailed description of the project.
9. Surrounding Land Uses and Setting: The general area of the Port and adjacent portions of COLB and COLA are characterized by diverse high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations, such as sport fishing concessions, hotels, retail shops, and a public boat launch.

Residential areas near the harbor complex include the communities of Wilmington and San Pedro in COLA and the neighborhoods of West Long Beach and Downtown Long Beach in COLB.

Regional access to the Project site is provided by State Route (SR) 103 Terminal Island Freeway (SR 103), with connections to SR 47 and Pacific Coast Highway (SR 1), and Interstate 710 (I-710). Local access to the Project site is provided from Pier B Street, Anaheim Way and E. Anaheim Street to the north and Pier B Street, Pico Avenue and W. Ocean Boulevard to the southeast.

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

California Coastal Commission. In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water in the coastal zone in accordance with the California Coastal Act of 1976. Development activities, which include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters generally require a Coastal Development Permit. A Coastal Development Permit will be required for the Project (City of Los Angeles and City of Long Beach have dual jurisdiction over the Port Complex). The POLB has Coastal Development Permit jurisdiction in the Long Beach Harbor District.

City of Los Angeles. The City of Los Angeles has Coastal Development Permit jurisdiction in the portion of the proposed Project in the City of Los Angeles.

In addition, the following identifies anticipated permits and other approval actions that may be required for implementation of the proposed modifications to the Pier B Project:

- ▶ BHC - Amendment to the Harbor Development Permit
- ▶ Alameda Corridor Transportation Authority (ACTA)/Port of Los Angeles (POLA)/BNSF Railway Company (BNSF)/Union Pacific Railroad Company (UPRR) – Memorandum of Agreement and/or Amendment to the Use and Operating Agreement
- ▶ City of Long Beach Utility Department approval
- ▶ City of Long Beach Community Development – development permits
- ▶ City of Los Angeles Department of Building and Safety – Use of Land Permit and clearances
- ▶ City of Los Angeles Bureau of Engineering – construction permits
- ▶ County of Los Angeles Sanitation District approval
- ▶ Port of Los Angeles – Harbor Engineer Permit
- ▶ South Coast Air Quality Management District (SCAQMD) – air quality permits for applicable stationary sources

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025, which is yet to be undertaken. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025.

A Sacred Lands File Search was also conducted by the NAHC on January 24, 2025 with negative results.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

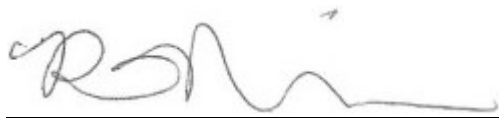
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

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

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described in this Initial Study. A **SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT** shall be prepared and need only contain the information necessary to make the previous EIR adequate for the project as revised (State CEQA Guidelines Section 15163)..
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

March 18, 2025

Date

Renee Moilanen

Printed Name

Director of Environmental Planning

Title

Port of Long Beach

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

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

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Discussion

a) Have a substantial adverse effect on a scenic vista?

No impact. The nearest scenic vistas to the Project site are ground level views along the boundary of Queensway Bay and ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street (POLB 1990). The scenic views associated with ground level views along Harbor Scenic Drive and along the boundary of Queensway Bay are chiefly associated with views across the bay, towards Downtown Long Beach and Long Beach Shoreline Marina and Shoreline Village and not looking backward toward the Port. The D52-D54 Transit Shed and West Water Street utility connection construction areas would only be visible to motorists on the I-710 and Pico Avenue. Thus, any changes within the Pier B Project footprint are likely going to be indistinguishable from typical port-related uses. The scenic viewpoints would be unaffected once construction is completed.

With regard to the portion of the Project site within the City of Los Angeles, scenic views or vistas are defined in the City of Los Angeles’ General Plan Conservation Element as the “panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features” (COLA 2001). As there are no scenic vistas present and no development planned post construction, no impact would occur. Therefore, this impact will not be considered further in the SEIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the nearest officially designated scenic highway is a portion of Route 91, located approximately 22.4 miles east of the Project site near Peralta Hills in northeastern Orange County, California (Caltrans 2018). The nearest eligible scenic highway to the Project site is Route 1, located approximately 4 miles east of the Project site (Caltrans 2018). The

Project is not visible from either of these designated or eligible State scenic highways due to distance or obstructions from intervening structures.

There are no City of Los Angeles scenic highways within the Project vicinity (COLA 2016). Additionally, the City of Long Beach General Plan Mobility Element identifies scenic routes within the City. The closest City-designated scenic route is Ocean Boulevard, located approximately 400 feet south of the West Water Street utility connection construction area (COLB 2013). Views from Ocean Boulevard are obstructed by road infrastructure and other industrial and port-related land uses. As there are no state scenic highways and no scenic resources currently present on the Project site (such as trees, rock outcroppings, or other aesthetic features), no impact would occur to scenic resources due to the implementation of the Project. Therefore, this impact will not be considered further in the SEIR.

c) In non-urbanized areas, 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 points.) 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. While the proposed Project construction activities would temporarily alter the visual character of the site through the use of construction equipment, these activities and equipment would generally be consistent with the existing industrial and port-related activities and facilities in the Project vicinity, and are not expected to conflict with the aesthetics/visual resources plans and policies of the City of Long Beach (COLB 1973; COLB 2013; COLB 2019b) and the City of Los Angeles (COLA 1996; COLA 2001). Upon Project completion, the construction sites would return to their original condition (with the exception of the smaller footprint of the D52-D54 Transit Shed) and would not conflict with the existing zoning or other plans and policies relating to aesthetics/visual resources. Therefore, the Project's impact to scenic quality would be less than significant and this impact will not be considered further in the SEIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No impact. The proposed Project construction activities have the potential to occur partly at dusk, with temporary night lighting having the potential to spill onto properties beyond the Project boundary. If new light sources spill onto adjacent properties and/or increase ambient nighttime illumination levels, this 'light trespass' has the potential to interfere with certain functions including sleep, privacy and general enjoyment of the natural nighttime condition. However, there is a large amount of lighting associated with the industrialized Port, which operates 24 hours a day, seven days a week and any light spill would not create a new source of substantial light given the existing conditions and no nearby sensitive receptors such as residences and hospitals. The nearest sensitive receptors include residential receptors to the east across the Los Angeles River and west beyond Alameda Street and patrons of the Long Beach Multi-Service Center (MSC) on W 12th Street. Per Long Beach Municipal Code Section 8.80.202, *Construction Activity – Noise Regulation*, construction activities are limited to occur only between 7:00 a.m. and 7:00 p.m. on weekdays and Federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays; no construction activities shall occur on Sundays. Per City of Los Angeles Municipal Code Section 41.40 *Noise Due to Construction, Excavation Work – When Prohibited* between the hours of 9:00 p.m. and 7:00 a.m. of the following day, construction or repair work of any kind upon, or any excavating for, any building or structure is prohibited. As such, construction activities are likely to have concluded prior to sunset and after sunrise, thus nighttime construction lighting would likely not be needed. Additionally, the MSC, which is the closest sensitive receptor to the Project site, is closed after 4:00 p.m. and thus would not be affected by nighttime light or glare. The proposed Project would not create a new source of light or glare or substantially affect daytime or nighttime views within the POLB and Project vicinity. Furthermore, there are no light-sensitive uses present in the vicinity of the proposed Project, such as residential receptors. Therefore, no new lighting associated with the Project would adversely affect daytime or nighttime views and there would be no impact. This impact will not be considered further in the SEIR.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Discussion

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

No impact. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project site is not within any area designed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2023a) but is designated as Urban and Built-Up Land. The Project area is urbanized industrial developed land with no farmland or forest lands that could be converted or otherwise affected. This impact will not be evaluated further in the SEIR.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. The Project site has a zoning designation of Port-related Industrial (IP) according to the City of Long Beach and Heavy manufacturing according to the City of Los Angeles. No agricultural uses occur within the Project site and surrounding areas. The Project site is not a part of a Williamson Act contract. Thus, no impacts to Agricultural and Forestry Resources associated with the proposed Project would occur. This impact will not be evaluated further in the SEIR.

c) 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))?

No impact. The Project area is zoned Port Industrial. The Project would not conflict with existing zoning or cause rezone of forest land, timberland, or timberland zone Timberland Production. This impact will not be evaluated further in the SEIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The Project area is zoned Port Industrial. No forest land is located in the Project area or the Port. Therefore, this impact will not be evaluated further in the SEIR.

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

No impact. The Project would not result in other changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. This impact will not be evaluated further in the SEIR.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-significant impact. The proposed Project is located in the South Coast Air Basin (Air Basin). The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Air Basin. The SCAQMD has primary responsibility for regulating stationary sources of air pollution within the Air Basin, implementing air quality programs required by state and federal mandates, and enforcing rules and regulations based on air pollution laws.

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC) nitrogen oxides (NO_x), particulate matter with diameters of 10 microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.”

The SCAQMD has developed air quality management plans (AQMPs) to meet the requirements of the federal Clean Air Act. SCAQMD’s most recent AQMP is the Final 2022 Air Quality Management Plan (SCAQMD 2022), adopted on December 2, 2022. This plan addresses various federal non-attainment and attainment/maintenance planning requirements, is incorporated into the State Implementation Plan by the California Air Resources Board and is

approved or disapproved by EPA. The 2022 AQMP presents a combined state and County strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2037, as required by the federal Clean Air Act Amendments of 1990 and applicable EPA clean air regulations. Los Angeles County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (SCAQMD 2022). A significant air quality impact may occur if a project is not consistent with the applicable AQMP adopted by the SCAQMD or would not conform to the policies or goals of the AQMP.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) was adopted by the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles to reduce the environmental impacts and health risk associated with port-related emissions sources, specifically ships, trains, trucks, cargo-handling equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for diesel particulate matter (DPM), NO_x, and sulfur oxides (SO_x), as compared to 2005 levels (POLB and POLA 2017).

- ▶ By 2014, reduce port-related emissions by 22 percent for NO_x, 93 percent for SO_x and 72 percent for DPM.
- ▶ By 2023, reduce port-related emissions by 59 percent for NO_x, 93 percent for SO_x and 77 percent for DPM.

The proposed Project would generate an increase in short-term construction employment; however, it would likely be filled by employees commuting from within the Air Basin. Construction industry jobs generally are temporary in nature, changing over time, with no regular place of business.

The proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 – Fugitive Dust, which requires that particulate matter emissions are reduced in ambient air as the result of human-made fugitive dust sources. Additionally, Project construction activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities which would ensure construction activities and emissions would conform to the AQMP.

No new operations, or land uses are currently proposed following implementation of the proposed Project. The proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. The Project would thus not conflict or obstruct implementation of an applicable air quality plan. This impact will not be evaluated further in the SEIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-significant impact. As assessed within the Pier B On-Dock Rail Support Facility EIR, with regard to construction period emissions, it is likely that the cumulative projects, including the Project, would together exceed the emission thresholds for VOC, CO, NO_x, PM₁₀, PM_{2.5}, and possibly SO_x.

Construction activities associated with the proposed Project would remain the same as assessed in the Pier B On-Dock Rail Support Facility EIR and Pier B On-Dock Rail Support Facility Project EIR Addendum. Construction-related mitigation measures (MM AQ-1 through AQ-5) adopted in Pier B On-Dock Rail Support Facility EIR would be implemented for the proposed Project, which would limit emissions from construction equipment and minimize dust. No new mitigation measures would be required; the existing mitigation measures would continue to ensure that the proposed Project would not result in greater or more severe impacts than previously analyzed. Additionally, fugitive dust control measures required for regulatory compliance under SCAQMD Rule 403 would continue to be implemented to minimize dust from construction activities. SCAQMD Rule 403 requires construction activities to control fugitive dust emissions during construction by complying with best available control measures, such as ensuring sufficient freeboard height for haul vehicles, covering loose material on haul vehicles, applying water or nontoxic soil stabilizers in sufficient quantities to prevent the generation of visible dust plumes on disturbed or unpaved road surfaces, and limiting vehicle speeds to 15 miles per hour on unpaved surfaces. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. The nearest sensitive receptors to the proposed Project area are those patrons who use the MSC. The extension of the 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue would include traffic control, pavement saw cutting, pavement removal, trenching, excavation, and disposal of soil, pipeline construction, soil import and backfill, base and pavement construction, and striping. This would be undertaken over a short-term period of several months and the proposed Project would implement mitigation measures AQ-1 through AQ-5 identified in the Pier B On-Dock Rail Support Facility EIR to ensure that impacts to users of the MSC are less than significant. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-significant impact. Potential activities that may emit odors during construction include the combustion of diesel fuel in on-and off-road equipment. The proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people.

Upon Project completion, the construction sites would return to their original condition (with the exception of the smaller footprint of the D52-D54 Transit Shed) and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site. Thus, there would be no emissions, including those leading to odor, associated with the proposed Project once construction is complete. Therefore, impacts associated with emissions, including those leading to odor, from construction and post-construction activities would be less than significant. This impact will not be evaluated further in the SEIR.

3.4 BIOLOGICAL RESOURCES

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

3.4.1 Discussion

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

Less-than-significant impact.

Special-Status Plants

The Project site is within a highly developed area and no special-status plant species are known to occur in the Project area and there are no habitats that would support such species due to the existing industrial related-activities on-site. Therefore, no impacts would occur to special-status plants.

Special-Status Wildlife

POLB is known to provide habitat for a wide variety of avian species inclusive of waterfowl, shorebirds, gulls, aerial fish foragers, upland birds, and raptors. According to the 2018 Biological Survey of the Los Angeles and Long Beach Harbors final report (referred to herein as the 2018 Biosurvey), ten bird species were found to nest in the San Pedro Bay Port Complex including: California least tern (*Sterna antillarum browni*); peregrine falcon (*Falco peregrinus*); elegant tern (*Thalasseus elegans*); Caspian tern (*Hydroprogne caspia*); black skimmer (*Rynchops niger*); great blue heron (*Ardea Herodias*); black-crowned night heron (*Nycticorax nycticorax*); double-crested cormorant (*Phalacrocorax auratus*); black oystercatcher (*Haematopus bachmani*); and osprey (*Pandion haliaetus*; POLA and POLB 2018). According to Figure 6-1 of the Biosurvey, *Bird and Marine Mammal Survey Zones*, the closest mapped features to the Project site are located at 25c and 25d, which represent Channel Three and Channel Two, respectively. Zone 25c was recorded to have entries of black-crowned night heron, brown pelican (*Pelecanus occidentalis*), double-crested cormorant, great blue heron and osprey. Zone 25d was recorded to have entries of brown pelican, double-crested cormorant, great blue heron and osprey (POLA and POLB 2018). Additionally, Zone 27b, which represents the Consolidated Slip, is within 0.6-miles of the project site and contains long stretches of developed shoreline where great blue heron roosted. Brown pelican, Caspian tern, and double-crested cormorant were also present in Zone 27b.

The federal Migratory Bird Treaty Act (MBTA) prohibits the take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). The MBTA broadly defines "migratory bird" as "any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle" and thus applies to most native bird species. California Fish and Game Code Section 3503 prohibits the take or possession of nests or eggs of any bird, Section 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. Except for a few nonnative birds such as the house sparrow, the take of any birds or active bird nests or young is regulated by these statutes.

Adherence to regulatory compliance with the MBTA will ensure that any impacts to nesting birds would be less than significant. However, due to partial demolition of the D52-D54 Transit Shed, as outlined in the Pier B On-Dock Rail Support Facility EIR, it is possible that bats (a protected species) or migratory birds could be present. Construction-related mitigation measures (MM BIO-1 and MM BIO-2) from the Pier B On-Dock Rail Support Facility EIR would be implemented as part of the proposed Project which would minimize disturbance of bats and migratory birds. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact. The Project site is located within a highly developed area primarily with port-related land uses and does not contain any riparian habitat identified by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS) (USFWS 2023a, 2023b). The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other non-disruptive outdoor uses. The Project site is not within any SEAs. According to the County of Los Angeles SEA and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). The nearest SEA within the San Pedro Bay Port Complex is the POLA Pier 400, Terminal Island, for the California least tern nesting site, located approximately 4 miles southwest of the Project site (POLA and POLB 2018).

According to the Biosurvey (POLA and POLB 2018), there is one environmentally sensitive habitat area (ESHA) within the San Pedro Bay Port Complex, eelgrass beds. Eelgrass beds are a community-structuring seagrass, typically growing in beds in silty sand sediments, which have been abundant in shallow areas of the Port Complex (POLA and POLB 2018). Eelgrass beds support an abundant rich food web and provide structure, food, and nursery habitat for a diverse range of fish, invertebrates, and birds, including commercially and recreationally important fish species (POLA and POLB, 2018). Given their diverse biological functions, EPA has designated eelgrass beds as special aquatic sites under the Clean Water Act and recognized as a habitat area of particular concern (HAPC) under the Magnuson-Stevens Act (MSA; NOAA 2024). The nearest eelgrass beds to the Project site are located within the Back Channel opposite Channel Three and just north of the I-710 overbridge, approximately 0.9-miles from the D52-D54 Transit Shed worksite. Construction activities would not directly impact the existing eelgrass beds within the San Pedro Bay Port Complex due to the Project site's distance to the eelgrass beds and adherence to standard measures to limit site run-off entering drains during partial demolition of the D52-D54 Transit Shed. Therefore, due to the distance to the ESHA/HAPC, the proposed Project would not have the potential to impact riparian habitat or other sensitive natural communities near the Project site. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. According to the USFWS, there are no federally protected wetlands on the Project site (USFWS 2023c). However, the nearest recognized wetland to the Project site is the thin strip of 0.39-acre Freshwater Emergent Wetland running north to south, approximately 200 feet east of the D52-D54 Transit Shed, and east of Pico Avenue and the rail tracks. However, this wetland is sufficiently distant from the Project site, and the asphalt surrounding the D52-D54 Transit Shed and associated with Pico Avenue would act as a barrier. Therefore, the proposed Project would not have a substantial adverse impact on any State or federally protected wetlands through direct removal of the existing structures on-site, or the fill of soil, and less-than-significant impact to State or federally protected wetlands would occur and this impact will not be evaluated further in the SEIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-significant impact. The Project area is within a highly developed area consisting primarily of port-related land uses. No terrestrial wildlife corridors overlap with the Project site. As discussed above, the nearest open space area and/or significant ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). Per the 2018 Biosurvey, there are no nesting habitats in the vicinity of the Project site. Impacts to wildlife species with an established nursery, wildlife corridors or wildlife movement would be less than significant and this impact will not be evaluated further in the SEIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-significant impact. The CP Foote Wye Track Relocation worksite has a limited amount of vegetation and palm trees present at the north side of the track which may require vegetation removal. The trees and landscaped areas would be removed in accordance with relevant City of Los Angeles tree and landscape ordinances, including avoidance of impacts to nesting birds and protected native tree species. Trees would be removed in accordance with MM BIO-1 as identified in the Pier B On-Dock Rail Support Facility EIR to avoid impacts to nesting birds. It should be noted that ornamental trees are not protected trees under the City of Los Angeles protected tree ordinance. Additionally, there are no local policies or ordinances protecting biological resources as the land uses in the vicinity of the Project site are for port-related uses. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and a less-than-significant impact would occur and this impact will not be evaluated further in the SEIR.

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

No impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project site (USFWS 2023a, 2023b). According to the County of Los Angeles SEAs and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). The nearest SEA within the Port Complex is Pier 400, Terminal Island for the California least tern nesting site, located approximately 4 miles southwest of the Project site (POLA and POLB 2018). Therefore, the proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impacts would occur and this impact will not be evaluated further in the SEIR.

3.5 CULTURAL RESOURCES

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

3.5.1 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Potentially significant impact. The Project would include the realignment of Pico Avenue to the west beginning at that I-710 ramps at the 9th Street/Pier B Street/Pico Avenue intersection and continue south to approximately Pier B Street., a portion of which run along the Berths D52-D54 Transit Shed. This realignment would accommodate the construction of four additional tracks. The Pico Avenue realignment would impinge on 555 N. Pico Avenue’s property boundary. Since preparation of the original EIR, the transit shed at Berths D52–54 (555 N. Pico Avenue) has been individually identified as eligible for listing on the National Register of Historic Properties. The D52-D54 Transit Shed is a polygonal-shaped, two-story, Moderne-style building on Pier D in the POLB, west of Pico Avenue/I-710 and directly south of Channel No. 3. Constructed in two parts between 1947 and 1954 to shelter and store pallet cargo, the building served as a midway point between rail and ship shipment and was constructed close to the dock face to facilitate handling of cargo by dock workers.

The realignment of Pico Avenue would demolish approximately 16,400 square feet of the D52-D54 Transit Shed’s eastern corner. Because the Project would demolish a portion of the property and materially alter the physical characteristics of the D52-D54 Transit, potentially resulting in an adverse change in the significance of the Transit Shed pursuant to Section 15064.5 of the State CEQA Guidelines. Therefore, this impact will be addressed in the SEIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-significant impact. Almost all of the Project area has been previously graded or filled. The natural topography is no longer present, and all original soil surfaces are obscured. No original surface is visible in the proposed Project area. No known archeological resources are known to be located within or near the Project site. The proposed Project would not substantially expand the project area that was previously studied, and therefore, the impacts of the proposed Project would not be any greater than previously analyzed. Therefore, this impact will not be analyzed further in the SEIR.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. The Project area is highly developed, and there is no exposure of strata (layers or a series of layers of ground in the ground). No human remains are known to be located within or near the Project site. In addition, a number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the Los Angeles County Coroner shall be notified. If the human remains are determined to be Native American, the California NAHC would be notified within twenty-four (24) hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. The proposed Project would not substantially expand the project area that was previously studied, and therefore, the impacts of the proposed Project would not be any greater than previously analyzed. Therefore, this impact will not be analyzed further in the SEIR.

3.6 ENERGY

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

3.6.1 Discussion

- a) **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. During implementation of the proposed Project, energy would be consumed in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction workers traveling to and from the Project site, and delivery and haul trips. Temporary electrical power consumed during proposed Project construction would be supplied from existing electrical infrastructure in the area and could be provided to construction trailers, water usage for dust control, or electric construction equipment. Energy use associated with construction would be temporary in nature and would cease upon completion of the proposed Project.

Energy use would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region and as previously assessed in the EIR. In addition, Project Contractors would be required to restrict the idling of heavy-duty diesel motor vehicles in accordance with Title 13 California Code of Regulations Section 2449(d)(3) and Section 2485 and utilize fleets that comply with CARB’s Regulation of In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles, which governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction (and D52-D54 Transit Shed demolition) activities would utilize fuel-efficient equipment consistent with state and federal regulations and comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Project Contractor(s) would be required to comply with applicable regulatory construction waste management practices to divert construction and demolition debris. Overall, these practices would result in efficient use of energy, and Project construction activities would require the minimum necessary electricity and transportation fuel consumption and would not have an adverse impact on available electricity or transportation fuel supplies or infrastructure. Post construction, the Project sites would have no energy usage. Thus, the proposed Project would not include the wasteful, inefficient, or unnecessary consumption of energy resources during construction and post- construction. The proposed Project would result in nominal energy use from the modified construction activities, which does not represent wasteful or inefficient energy use. No increase in energy usage is anticipated during construction or operation and this impact will not be evaluated further in the SEIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Less-than-significant impact. During construction activities, the proposed Project would not include energy consumption sources that are directly subject to state or local energy efficiency plans. On-road and off-road vehicles used during demolition would have to meet the ongoing federal and state fuel efficiency requirements. Additionally, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Discussion

Geological impacts can generally be divided into the impacts of the proposed Project on the existing geologic environment and the impacts caused by the site’s geologic features on proposed structures and equipment to be located at the site and on people using the site. Due to the absence of natural geologic/topographic features at the Project site and the surrounding area, there is no area of influence with respect to impacts on the geologic environment. The proposed Project could, however, potentially be affected by large earthquakes occurring anywhere in the greater Los Angeles Basin area and/or tsunamis resulting from a large offshore earthquake or landslide. The area of influence with respect to impacts caused by the site’s geologic features on proposed structures and

equipment to be located at the site and people using the site would be limited to the proposed Project's footprint and the immediate vicinity of the Project site. Other geologic impacts that could occur at the Project site, such as differential settlement or slope stability, would most likely occur in the immediate vicinity of the site.

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

Less-than-significant impact. Fault rupture is a plane or surface in the earth where failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey defined active faults as those that have had surface displacements within the Holocene epoch (about the last 11,000 years). Potentially active faults are those that have had surface displacement during the Quaternary period, within the last 1.6 million years. The Project site is located within an area of Southern California with numerous active and potentially active faults of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges Fault System. Based on the City of Long Beach Seismic Safety Element, the Project site is not in proximity to an Alquist-Priolo Special Study Zone, with the closest Alquist-Priolo Special Study Zone located approximately 3.5 miles northwest of the Project Site (COLB 1988). Within the Long Beach Quadrangle, the Newport-Inglewood Fault Zone dominates the geologic structure of the City of Long Beach and includes major fault strands including; the Cherry Hill Fault, Northeast Flank Fault, Reservoir Hill Fault and the Seal Beach Fault, all located in excess of 3 miles from the Project site (DOC 1998; CGS 2023a). Based on the City of Los Angeles Local Hazard Mitigation Plan, there are five major faults within the City including the Newport-Inglewood Fault Zone, Palos Verdes Fault Zone, Puente Hills Fault Zone, San Andreas Fault Zone, and Santa Monica Fault Zone (COLA 2018a). The nearest fault zones to the Project site are the THUMS Huntington Beach Fault, located 2.3 miles to the southwest and the Palos Verdes Hills, located 3.2 miles to the southwest. There are no known active or potentially active faults crossing the Project area that would result in ground rupture as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

- ii) **Strong seismic ground shaking?**

Less-than-significant impact. The proposed Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. The Project site is not located within, nor crosses, any active fault. The proposed Project consists of the construction/relocation of underground utilities and partial demolition of one aboveground structure and the proposed Project would not have the potential to cause strong seismic ground shaking. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

- iii) **Seismic-related ground failure, including liquefaction?**

Less-than-significant impact. Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequencies of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur. This phenomenon can result in damage to infrastructure, including foundations. The City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC 2023b). The Project does not propose construction of any structures that can be affected by liquefaction, nor are there currently

any proposed new operations or proposed new land uses for the site following construction completion. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

iv) Landslides?

Less-than-significant impact. The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and failing of a mass of soil or rocks along a sloped surface. Generally, small-scale slope failure typically occurs along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the Project site minimizes this potential geologic hazard. Additionally, the proposed construction/relocation of underground utilities may have the potential for pit collapse. However, the proposed Project would comply with Occupational Safety and Health Administration (OSHA) trenching and excavation safety standards (OSHA 2015) to reduce worker exposure to potential hazards and incidents. Given the Project site's topography and the relatively shallow excavation depth proposed for relocation/construction of underground utilities, seismically induced landslides would not pose a danger to the people or structures on site or in the vicinity. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-significant impact. The only area within the proposed Project site that has bare earth is in the CP Foote Wye construction area. However, following the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks, the site would be returned to its previous condition. No other areas within the Project site exist where soil erosion or loss of topsoil could occur. In addition, runoff or wind erosion of soil would be controlled by the use of best management practices (BMP), as required by either the General Construction Activity Stormwater Permit or a site-specific stormwater pollution prevention plan (SWPPP) for the proposed Project, issued by the regional water quality control board (RWQCB). This would minimize the amount of soil runoff or wind erosion and deposition in the harbor. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. Unstable geologic units or soils commonly occur when there is landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

See previous discussion for *Geology and Soils Impact a (iv) Landslides*. As discussed, the flat terrain of the Project site minimizes this potential geologic hazard and the proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents.

Lateral Spreading

See previous discussion for *Geology and Soils Impact VII.a (iii) Seismic-related ground failure, including liquefaction*. As discussed the Project site is located within a liquefaction hazard zone. However, the Project does not propose construction of any structures that can be affected by liquefaction, nor are there currently any proposed new operations or proposed new land uses for the site following construction completion.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from man-made activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated due to fluctuations of the groundwater level. The Project site is underlain by predominantly man-made fill areas generally consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (COLB 1988). While the proposed removal and replacement of

underground utilities may have the potential for pit collapse, the proposed Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. The proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface (bgs) (COLB 1988). In addition, the City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC 2023b), see Section VIII, threshold a) iii) above. The proposed Project does not propose construction of a structure that can be affected by liquefaction.

The proposed Project does not include any features that that would become unstable or have any features that would result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

No impact. Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the California Building Code. The Project site is underlain generally by predominantly man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (COLB 1988). The proposed Project does not propose construction of a structure; thus, impacts to life or property due to expansive soil would not occur. Therefore, there would be no impact and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. The Sanitation Districts of Los Angeles County maintains and operates the municipal wastewater collection system in the Project area. While the proposed removal and replacement of underground utilities would remove and replace soils, the proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be less-than-significant impacts related to soils incapable of adequately supporting the use of septic tanks or waste water disposal systems and this impact will not be evaluated further in the SEIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-significant impact. The local geology of the Project site is well-categorized by the map of Saucedo et al. (2016) and the Quaternary geology is depicted on Bedrossian et al. (2012; plate 8). The Project site lies within the Younger Quaternary Alluvium (unit 2; Qya₂) and Artificial Fill (AF) units. The correlation chart tentatively assigns unit 2 to the early Holocene. Bedrossian et al. (2012) assigned the Project site to young alluvial fan deposits (Qyf) and artificial fill (af). While the potential to encounter fossiliferous deposits within the Project site is considered low due to the presence of artificial fill over much of the site, the CP Foote Wye and 12th Street work sites are within the Younger Quaternary Alluvium. As per the original EIR, the absence of any fossil remains from areas underlain by younger alluvium and at depths less than 5 feet indicates that such strata probably have only a low potential for containing any remains old enough to be considered fossilized. Earthmoving activity at or below 5 feet in depth has a high potential for encountering Pleistocene fossil remains that are at least 10,000 years in age, particularly near the western terminus of the Project area, where fossil remains might actually have been recovered from the underlying older alluvium. Construction-related mitigation measures from the Pier B On-Dock Rail Support Facility EIR (MM CR-1 and

MM CR-2), would be implemented as part of the proposed Project to avoid or minimize the potential for a significant impact to paleontological resources. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 Discussion

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

Less-than-significant impact. The proposed Project would produce greenhouse gas (GHG) emissions during construction, although it is considered that the generation of GHGs would be nominal in comparison to the construction activities previously assessed within the Pier B On-Dock Rail Support Facility EIR. While it is likely that the proposed modifications would not generate greenhouse gases, either directly or indirectly that may have a significant effect on the environment, mitigation measures proposed in the original EIR (AQ-1, AQ-3, GGC-2, and GGC-7) would minimize GHG emissions from construction. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. No operational emissions would occur as a result of the proposed Project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. While the project could generate nominal greenhouse gas emissions from construction activities, the proposed modifications are minimal and are not anticipated to result in substantial emissions, nor conflict with applicable plans, policies, or regulations, that reduce emissions. The project would comply with CARB’s 2022 Scoping Plan and the San Pedro Bay Clean Air Action Plan, and would implement appropriate construction measures. No operational emissions would occur as a result of the Project. A summary of Project compliance with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations is provided in **Table 3-1, Applicable GHG Emissions Reduction Strategies**. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

Table 3-1 Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies)	
Transportation, Technology, and Fuels, Climate Change Standards	Compliant. These are CARB enforced standards; vehicles that access the Project site are required to comply with the standards and would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by State, local, and federal government agencies, and high priority fleets and accelerates the market for zero-emission trucks, vans, and buses by requiring fleets that are well suited for electrification, to transition to ZEVs where feasible. The Port of Long Beach Clean Air Action Plan (CAAP) supports these regulations, and the Project would comply with applicable and required CAAP strategies.
Limit Idling Time for Commercial Vehicles	Compliant. The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks are exempt from these idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle Function.
Use of Low Carbon or Alternative Fuels	Compliant. The proposed Project will use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Compliant. Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Increase Water Use Efficiency	No Conflict. Not directly applicable to the proposed Project’s construction, as the majority of the water used by the Project during temporary construction activities is required by regulation for fugitive dust control. The Project would have no operational impacts on water usage.
Port of Long Beach and City of Long Beach Strategies	
City of Long Beach General Plan – Mobility Element, The Mobility of Goods	No Conflict. The City of Long Beach General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Long Beach. As a temporary construction project and no on-going operations, the Project would not conflict the Mobility Element.
City of Long Beach, Sustainable City Action Plan (February 2010)	Compliant. The City of Long Beach, Sustainable City Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach. Although the Plan is mostly focused on city property, buildings, and public transportation, some elements refer to port-activities. The Transportation section defers to the Port’s Clean Air Action Plan (CAAP) for criteria pollutant emission reductions; GHG emission reductions are not explicitly addressed, but their reduction would be a co-benefit of CAAP compliance. The Project would comply with applicable and required CAAP strategies.
City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67)	Compliant. This municipal code regulation requires covered projects to divert at least 65 percent of all project-related construction and demolition material waste. There are exceptions for materials with low recyclability. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies. Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Port of Long Beach Green Port Policy (2005)	Compliant. The Port of Long Beach Green Port Policy serves as a guide for decision making and established a framework for environmentally friendly Port operations. One of the policy’s guiding principles is to promote sustainability. The Sustainability Element and related Sustainable Business Practices Administrative Directive identifies GHG-reducing measures such as recycling programs. Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality best management practices for construction activities would ensure conformance with the Green Port Policy.

Strategy	Compliance with Strategy
Port of Los Angeles and City of Los Angeles	
LA’s Green New Deal Sustainable City pLAn	No Conflict. The City’s Green New Deal includes both short-term and long-term aspirations through the year 2050 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality. While many of these are not applicable to the proposed Project, there are some areas which do apply such as reducing VMT per capita. The proposed Project would contribute to this initiative by helping to reduce traffic congestion and promoting efficient goods movement. The proposed Project would adhere to more applicable plans, strategies, policies, and regulations and thus would inherently not be in conflict with the Green New Deal.
San Pedro Bay Ports CAAP	Compliant. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for Diesel Particulate Matter (DPM), nitrogen oxides (NOx), and sulfur oxides (SOx), as compared to 2005 conditions (POLB and POLA 2017). The Port of Long Beach reported that the Port had met all the goals of the San Pedro Bay Ports CAAP a year ahead of schedule (POLB 2023b). The proposed Project construction would not conflict with the strategies in the CAAP.
City of Los Angeles Construction and Demolition (C and D) Waste Recycling Ordinance	No Conflict. This ordinance requires that ALL mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. This would include construction and demolition waste generated by the proposed Project. LA Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.
City of Los Angeles General Plan – Mobility Element	No Conflict. The City of Los Angeles General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Los Angeles. The proposed Project would be consistent with this General Plan Element as it would help to address reducing traffic congestion and promote efficient goods movement.

Sources: CARB 2022; POLB and POLA 2017; COLA 2016; COLA 2019.

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

3.9.1 Discussion

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

Less-than-significant impact. Exposure of workers, the public, or the environment to hazardous materials could occur through improper transport, handling or use, disposal of, or the accidental release of hazardous materials or hazardous wastes. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors, such as residences, as well as communities that may be along the haul route of materials transported from the proposed Project, such as the

Environmental Justice communities of Wilmington, Carson, and West Long Beach (SCAQMD 2019), which are in the vicinity of, or near the Project site.

Project construction and demolition could expose workers, the public, and/or the environment to temporary hazards related to the handling and transport of demolition debris and export of soils with the potential to contain contamination from current and previous land uses.

The proposed Project would comply with all applicable federal, state, and local requirements for the use, storage, transport and management of hazardous materials, including, but not limited to the Resource Conservation and Recovery Act (RCRA), Hazardous Materials Transportation Act (HMTA), California Department of Toxic Substances Control regulations, federal and state Occupational Safety and Health Regulations, SCAQMD rules, and permits and associated conditions issued by the Port of Long Beach, City of Long Beach Building and Safety Bureau, and City of Los Angeles Department of Building and Safety. Transport of hazardous materials and hazardous wastes are regulated by Section 31303 of the California Vehicle Code; Section 31303 includes the requirement (in part) for transporters to use state or interstate highways which offer the least overall transit time and avoid, whenever practicable, residence districts, which would include congested thoroughfares, places where crowds are assembled, and residence districts, which would include residential districts and communities which may be along the haul route of materials transported from the proposed Project.

Through compliance with all applicable rules and regulations, this would ensure the proper transport, handling, use, disposal of, and handling of the accidental release of hazardous materials or hazardous wastes, to manage the risk of exposure of hazardous materials to workers, the public, and the environment, and reduce the impact associated with hazards and hazardous materials to less than significant. However, as specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. As such a Special Condition would also apply to the proposed Project to undertake site investigations, prepare treatment plans, and incorporate abatement and protection measures, where appropriate. This condition and associated measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. Construction and demolition activities and demolition equipment associated with the proposed Project may involve use of limited quantities of gasoline, diesel fuel, hydraulic fluid, solvents, and oils and other uses within the Project site along with handling potentially contaminated materials, fill, soil and groundwater. The use, handling, storage, and disposal of these materials could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. These materials would be transported along roadways and temporarily stored on-site. All potentially hazardous materials used during construction and demolition activities would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the potential risk for upset and accident conditions of hazardous materials use. In addition, there are regulations aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. The proposed Project would be in full compliance with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including, but not limited to the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety and the City of Long Beach Building and Safety Bureau. Adherence to legal requirements would minimize risks of upset and accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) 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. There are no existing or proposed schools within the POLB, POLA, or within 0.25 miles of the Project site. Within the City of Long Beach, the nearest existing school to the Project site is Caesar Chavez Elementary School (0.39 miles) and within the City of Los Angeles, the nearest existing school to the Project site is Wilmington Park Elementary School (0.64 miles). However, potentially contaminated demolition materials and soils would need to be transported to landfill facilities that can appropriately handle hazardous waste and may pass within 0.25 miles of a school. As stated previously, adherence to regulations for transportation of hazardous materials including the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety and the City of Long Beach Building and Safety Bureau and with no schools directly within 0.25 miles of the Project site, would result in less-than-significant impacts and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. Section 65962.5 of the California Government Code requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. As identified in the California Department of Toxic Substances Control EnviroStor database (DTSC 2023), the closest Cortese List site is the former Long Beach II Manufactured Gas Plant, which was located on the southeast corner of the intersection of Ocean Boulevard and Harbor Scenic Drive, which is in the vicinity of the West Water Street utility connections. Southern California Edison remediated the site by in-situ ozonation and limited excavation, although some soil with elevated concentrations of Semi-volatile Aromatic was left in place due to physical constraints at the site. However, the West Water Street utility connection site is sufficient distance, and excavation should be at a shallow enough depth to not create a significant hazard to the public or the environment. As specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. As such the Special Condition previously mentioned relating to hazardous materials would also apply to the proposed Project. Adherence to the special conditions would ensure that there would be less-than-significant impacts and this impact will not be evaluated further in the SEIR.

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

No impact. The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest airport is the Long Beach Airport, which is 3.5 miles northeast of the Project site. Therefore, the proposed Project would not expose people in the Project vicinity to excessive noise levels from airport use and no impact would occur and this impact will not be evaluated further in the SEIR.

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

Less than Significant Impact. The proposed Project would be served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Departments, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street

would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Therefore, implementation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

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

No impact. There are no wildlands within the Project site or in the general Project vicinity. According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area and is not located within a high fire risk area (HFRA) (CAL FIRE 2024). According to the City of Los Angeles Profile Report, the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (COLA 2023). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (COLB 1975). Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Implementation of the proposed Project would not result in significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur and this impact will not be evaluated further in the SEIR.

3.10 HYDROLOGY AND WATER QUALITY

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

3.10.1 Discussion

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less-than-significant impact. The proposed Project involves the partial demolition of an above ground structure and construction and relocation of underground utilities, which could contribute to pollutant loading in stormwater runoff from the site. Exposed and stockpiled soils could be subject to wind and water conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading, as a result of runoff from the site. The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, including the preparation of an SWPPP and implementation of BMPs to minimize soil erosion/sedimentation and other runoff from the Project site from entering the storm drains during the construction and demolition period. Compliance with all applicable federal, State, and

local requirements would reduce the potential for construction and demolition to result in the release of contaminants into the storm drain system or groundwater, which would preclude the proposed Project from causing a violation of any adopted water quality standards or waste discharge or treatment requirements during construction and demolition activities. Upon construction completion, conditions would return to a similar state prior to construction. There are currently no proposed operations for the site following construction, thus the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts regarding water quality and discharge requirements would be less than significant and this impact will not be evaluated further in the SEIR.

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

Less-than-significant impact. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet bgs (COLB 1988). Although excavation for construction and relocation of utilities should be to a relatively shallow depth, if groundwater is encountered during excavation, temporary dewatering would be required, and the construction contractor would be expected to manage the groundwater/dewatering process, including any disposal of wastewater in accordance with the NPDES permit and requirements. Any dewatering would be temporary and cease when excavation is complete. Thus, dewatering during excavation would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Thus, excavation impacts would be less than significant.

Upon construction completion, the work sites would be returned to a similar condition they were pre-construction. On-site construction and demolition activities requiring water would be used from existing water main connections or brought to site via truck specifically for that purpose and the proposed Project would not utilize groundwater for on-site dust control, which would not affect groundwater levels. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project would impede sustainable groundwater management to the basin. Additionally, groundwater in the project vicinity is brackish and due to prior contamination has been excluded by the State as a drinking water resource (POLB 2006). Thus, the proposed Project would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Less-than-significant impact. The proposed Project does not propose any alteration to a stream or river course because there are none in the vicinity. Soil disturbance would temporarily occur during excavation for the relocation and replacement of underground utilities. Disturbed soils may be susceptible to erosion from wind and rain, however, compliance with the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP, would reduce airborne dust on-site. The SWPPP will describe BMPs to prevent sediment and other pollutants from leaving the site and entering waterways.

The proposed Project would slightly alter the existing drainage patterns of the sites or areas by relocating and replacing underground utilities, and in the case of the D52-D54 Transit Shed through partial demolition of the front façade to allow for the realignment of Pico Avenue. The realignment of Pico Avenue would result in a similar amount of impervious surfaces as existing. The proposed Project would guard against dust and erosion through use of BMPs and allow stormwater to infiltrate into the soil as per existing conditions. Therefore, the proposed Project would not alter the course of a stream or river, in a manner which would result in on- or off- site flooding or would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to stormwater drainage systems and drainage patterns would be less than significant and this impact will not be evaluated further in the SEIR.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less-than-significant impact. The proposed Project would alter the existing topography or drainage patterns due to the relocation and replacement of underground utilities. Stormwater runoff is currently collected from the Project sites and either directly percolates into the soil or is conveyed through runoff drains which flow into catch basins, collected into stormwater drains, and ultimately drain into the receiving waters. If required, the proposed Project would relocate and replace stormwater systems and return the site to a similar state to pre-development conditions, which would not increase impervious surfaces on-site compared to existing conditions. Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the CP Foote Wye, D52-D54 Transit Shed and West Water Street utility connections are within Flood Zone X – Area with Reduced Flood Risk due to Levee, presenting a one and 0.2 percent annual chance of flooding (FEMA 2023a, 2023b, 2023c). The 12th Street sewer installation worksite is however within Zone A (FEMA 2023d), presenting a one percent annual chance of flooding (i.e., 100-year flood zone). With the implementation of BMPs and compliance with SWPPP requirements, stormwater on the Project site would infiltrate into the soil or flow to the stormwater system, and flooding impacts would be less than significant. Thus, the proposed Project would not result in flooding on- or off-site. Impacts related to surface water runoff would be less than significant and this impact will not be evaluated further in the SEIR.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-significant impact. As discussed, the proposed Project would alter the drainage pattern of the Project site through relocation and replacement of underground utilities. However, post-construction, the Project site would be returned to a similar state to pre-development conditions. The implementation of BMPs during construction would prevent potential pollutants on-site that could potentially be carried in stormwater runoff and enter the receiving water. Compliance with the NPDES Construction General Permit, requiring the preparation and implementation of a SWPPP and BMPs to minimize soil erosion/sedimentation and other runoff would minimize the likelihood of polluted runoff entering the watercourse. Therefore, the proposed Project would not create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff. Impacts related to runoff water would be less than significant and this impact will not be evaluated further in the SEIR.

iv) Impede or redirect flood flows?

Less-than-significant impact. The proposed Project would alter existing drainage patterns through relocation and replacement of underground utilities, however, this should not impede or redirect flood flows. As mentioned previously, based on a review of the FEMA Flood Insurance Rate Map, three of the sites are within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding, with the 12th Street sewer installation within Zone A, representing a one percent annual chance of flooding (i.e., 100-year flood zone). Stormwater would either flow into existing or replaced stormwater drains or would infiltrate into the soil as it does currently. Implementation of the SWPPP and BMPs would further reduce runoff and flooding potential on-site. Therefore, the proposed Project would not be susceptible to significant flood damage. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-significant impact. The 12th Street sewer installation Project site is located within Special Flood Hazard Area (Zone A), representing a one percent annual chance of flooding (i.e., 100-year flood zone), with the three other sites within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding (FEMA 2023a, 2023b, 2023c, 2023d). The Project sites are therefore at a low risk from flooding. In addition, post-construction, the sites would be similar to pre-construction conditions and would not be at risk of releasing pollutants due to inundation as the majority of components would be underground, or in the case of the D52-D54

transit Shed, would have drainage to avert flooding. Furthermore, according to the National Levee Database, the nearest levees to the Project site are the Dominguez Channel Levee System 2, and Los Angeles River/Compton Creek 1 (USACE 2023). Levees serve as a built-up, armored riverbank, which protect the D52-D54 Transit Shed and West Water Street utility connections Project sites from flooding. The CP Foote Wye site and 12th Street sewer installation site are at risk from a large storm event exceeding the channel capacity of Compton Creek resulting in rapid, relatively shallow flooding of the leveed area. However, both sites would also be underground and thus would not be at risk of releasing pollutants into the environment. According to the California Department of Water Resources, Division of Safety of Dams, the nearest dam to the Project site is the Palos Verdes Reservoir dam, located approximately 5.1 miles east of the Project site (FEMA 2023e) and in the event of a storm-induced failure of a southeast section of Main Dam would drain into the West Basin of the Port of Los Angeles and not near the Project site (DWR 2024). Due to the distance of the Palos Verdes Reservoir and enclosed body of waters to the Project site, impacts regarding dam failure and seiches would be less than significant.

A tsunami is a sea wave of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or violent underwater volcanic eruptions (COLB 2023). Based on the Tsunami Hazard Area Map and the Profile Report, the Project site is within a Tsunami Hazard Area (CGS 2023b; COLA 2023). According to the City of Long Beach Hazard Mitigation Plan, the Project site is within a low impact zone for tsunamis (COLB 2023). There are currently no proposed development or proposed operations for the site following construction, with all but the D52-D54 Transit Shed underground. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flood hazard, tsunami, or seiches. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-significant impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles Region, which includes the City of Long Beach, and is the basis for the Los Angeles RWQCB regulatory programs (California Water Boards 2014).

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan (DWR 2014). The City of Long Beach is located within the Coastal Plain of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin (DWR 2020). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California (WRD) developed the Groundwater Basins Master Plan, which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins (WRD 2016). As previously stated, on-site activities during construction requiring water would be used from existing water main connections and would not utilize groundwater for on-site dust control. Disposal of any water at the site would be in accordance with NPDES Construction General Permit requirements. No new land uses are proposed that would involve increased demand for groundwater supplies. Therefore, impacts related to water quality control or groundwater management plans would be less than significant and this impact will not be evaluated further in the SEIR.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 Discussion

a) Physically divide an established community?

No impact. The proposed Footprint would expand an existing Port-based industrial land use that is consistent with existing zoning designations. There are no residential areas or uses within the Project site or in the Port, thus the project would not physically divide an established community. There would be no impact and this impact will not be evaluated further in the SEIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The Port Master Plan (PMP) identifies land uses specific to the POLB. The PMP is also a requirement of the California Coastal Act (CCA) of which POLB is subject to (Chapter 8, Section 30711(a)). Permitted uses in the North Harbor Planning District include port-related uses. Permitted uses in the Northeast Harbor Planning District include primary port facilities, port-related, hazardous cargo facilities, ancillary port facilities, oil production and navigation. As such, the proposed Project would be consistent with the applicable permitted uses of the PMP. The Project site is within the Coastal Zone, which requires compliance with the CCA as administrated by the California Coastal Commission (CCC). The CCC certified the PMP, as amended in 1990, which ensures that activities guided by the PMP would also be consistent with the policies of the CCA. As such, the Project would not conflict with the CCA either.

The eastern and southern portion of the Project site within the City of Long Beach has a zoning designation of Port-related Industrial (IP). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Permitted uses in the IP zone are primarily port-related or water dependent but may also include water-oriented commercial and recreational facilities primarily serving the public, and utility installations and rights-of-way. Additionally, the northwestern portion of the Project site located in the City of Los Angeles is zoned as Heavy Industrial (COLA 2023). Permitted uses in the M3 zone include heavy industrial uses such as: acetylene gas manufacture or storage; alcohol manufacture; ammonia, bleaching powder, or chlorine manufacture; blast furnace or coke oven; boiler works; brick, tile, or terra cotta manufacture, to name a few. Therefore, although the CP Foote Wye worksite would not be classed as heavy industry, the proposed Project would be consistent with existing zoning regulations.

Also as specified elsewhere in this Initial Study, the proposed Project would also comply with plans and policies related to Air Quality, Biological Resources, GHG, Noise, and Transportation and with City of Long Beach General Plan elements, notably the Conservation Element, Land Use Element, Mobility Element, Urban and Design Element, and the City of Los Angeles General Plan Framework Element and Conservation Element and Wilmington - Harbor City Community Plan. There would be no impact and this impact will not be evaluated further in the SEIR.

3.12 MINERAL RESOURCES

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

3.12.1 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. The Project site is located in a highly developed area and is surrounded predominantly by industrial land uses. According to the California Department of Conservation (DOC), Mineral Land Classification Map, the Project site is not located within a Mineral Resource Zone where geologic data indicates the presence of significant mineral resources (DOC 2023b). Additionally, the Project sites are not utilized for mineral resource extraction since the Project sites are predominantly used for rail-related uses. Therefore, the proposed Project would have no impact on the availability of a known mineral resource that would be of value to the region and the residents of the State and this impact will not be evaluated further in the SEIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less-than-significant impact. The Wilmington Oil Field is located under the Project site and other oil production areas are also present in the Project site vicinity. According to the DOC Geologic Energy Management Division Well Finder Map (DOC 2023c), there are several plugged wells located adjacent to the proposed Project footprint, but no active wells should be impacted. In addition, although construction activities would remove access to inactive oil-producing facilities, petroleum reserves beneath the site could continue to be recovered from nearby active facilities during construction. Accordingly, impacts of the proposed Project related to access to mineral resources would be less than significant and this impact will not be evaluated further in the SEIR.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Discussion

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?**

Potentially significant impact. Due to proximity of construction equipment for the 12th Street sewer installation to the MSC, a sensitive receptor, further analysis on this issue will be included in the SEIR.

- b) **Generation of excessive groundborne vibration or groundborne noise levels?**

Potentially significant impact. Due to proximity of construction equipment for the 12th Street sewer installation to the MSC, a sensitive receptor, further analysis on this issue will be included in the SEIR.

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

No impact. At its closest point, the proposed Project is located approximately 3.2 miles southwest of the Long Beach Airport and is not located within the 60 dBA Ldn noise contours for the airport. The proposed Project would not involve the development of noise-sensitive land uses that would be exposed to excessive aircraft noise. Therefore, there would be no impact and this impact will not be evaluated further in the SEIR.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Discussion

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No impact. The Project does not propose any residential uses that would introduce a new permanent population to the Project site as construction workers would likely come from the regional area and would not need to relocate for the purpose of working on the proposed Project. Additionally, only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR. It is anticipated that this nominal increase would come from the local labor force and therefore would not require the increase of permanent staff and thus would not introduce new families to the Project site and area. Therefore, the proposed Project would not include unplanned direct or indirect population growth in the area and no impact would occur. This impact will not be evaluated further in the SEIR.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No impact. No housing or residential uses occur within the Project site or Port, thus there would be no need to displace existing people or housing. During construction, access to the MSC would remain, thus would not displace people using the MSC’s services. As mentioned in the Project Description above, the Project site is zoned IP within the City of Long Beach and M3 within the City of Long Angeles therefore, residential uses are not a permitted use within the Project Site. The Project does not propose implementation of housing or residential uses and therefore would not displace any existing housing or residents. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere and no impact would occur. This impact will not be evaluated further in the SEIR.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.15.1 Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:**

Fire protection?

Less-than-significant impact. The proposed Project would be served by the Long Beach and Los Angeles Fire Department and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Service ratios and response times would be unaffected and impacts would be less than significant. This impact will not be evaluated further in the SEIR.

Police protection?

Less-than-significant impact. The proposed Project would be served by the Long Beach and Los Angeles Police Departments, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services.

The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Service ratios and response times would be unaffected and impacts would be less than significant. This impact will not be evaluated further in the SEIR.

Schools?

No impact. The Long Beach Unified School District (LBUSD) serves the Project site (LBUSD 2023). The Project does not propose any residential development that may introduce new permanent student residents to the LBUSD. The proposed Project does not include development that would introduce new families with school-aged children into the LBUSD. Construction activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impacts to existing or planned schools would occur and this impact will not be evaluated further in the SEIR.

Parks?

No impact. The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks or recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. The proposed Project would not introduce residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. While some construction workers may utilize local parks and recreational facilities during the workday, such use would be anticipated to be limited as there are not any parks easily accessible to the worksites. The proposed Project would not require the construction of new or expanded park facilities. No impact related to existing or planned parks would occur and this impact will not be evaluated further in the SEIR.

Other public facilities?

Less-than-significant impact. The proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. The MSC, which is a public facility in the vicinity of the Project, would remain open during construction. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.16 RECREATION

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

3.16.1 Discussion

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

No impact. The proposed Project would not induce population growth in the area, and therefore, would not cause an increase in the use of existing parks or recreational facilities. While some construction workers may utilize local parks and recreational facilities during the workday, such use would be anticipated to be limited as there aren't any parks easily accessible to the worksites. Additionally, only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact on existing parks or recreational facilities would occur and this impact will not be evaluated further in the SEIR.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

No impact. The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities. The Project would not induce substantial population growth that would result in increased demand for or use of existing recreational facilities. No increase in permanent residents is anticipated to occur as a result of the proposed Project; therefore, there would be no impact on recreational facilities associated with the proposed Project and this impact will not be evaluated further in the SEIR.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less-than-significant impact. Access to the Pier B Rail Yard is currently restricted to rail yard workers only, although pedestrians and bicyclists may access streets adjacent to the rail yard. Access to the proposed Project also would be restricted to rail yard workers; although pedestrians and cyclists would continue to have access to all businesses on streets outside of the rail yard, including the MSC, thus there would be no impact to bicycle, and pedestrian facilities.

Given the temporary period of construction, truck trips would occur during a limited time and along designated roadways outlined in the City of Long Beach Mobility Element and PMP. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state highways would require a Caltrans transportation permit. In compliance with the City of Long Beach Mobility Element, construction and demolition debris would be transported via designated routes such as the Interstate 710 (I-710) and the Interstate 110 (I-110) Freeways (COLB 2013). Per Caltrans recommendations, trucks hauling construction and demolition-generated materials would be covered with tarpaulin to avoid debris spillage onto state facilities and would be scheduled to use alternative routes to avoid congested highways, especially during peak hours.

Furthermore, the proposed Project would be consistent with all laws, policies and plans for handling and transporting waste and demolition material. In compliance with the City of Long Angeles Mobility Plan 2035, the proposed Project would be consistent with the citywide general plan circulation system as the proposed Project does not propose closure of nearby roads and would not include modifications to any public roadways or driveways (COLA 2018b). Additionally, the proposed Project would not conflict with the Wilmington-Harbor City Community Plan as the proposed Project would not impede future economic development and livelihood between the Wilmington and Harbor City and POLA. Therefore, the proposed Project would comply with the City of Long Angeles Mobility Plan 2035, Wilmington-Harbor City Community Plan, in addition to the City of Long Beach Mobility Element and PMP. The proposed Project would therefore not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as there are no transit, bicycle and pedestrian facilities in the Project vicinity and no amendments to the circulation or roadway are proposed. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less-than-significant impact. Section 15064.3 of the CEQA Guidelines, describes specific considerations for evaluating a project's transportation impacts under CEQA. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of level of service analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. VMT refers to the amount of travel and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light-duty trucks trips. As clarified by the former Office of Planning and Research, heavy-duty truck VMT is not required to be included in the estimation of a Project's VMT analysis and that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (OPR 2018). Since there are no proposed operations or proposed new land uses for the site post-construction, there would be no vehicle or automobile trips to or from the site after completion of construction activities. The proposed Project would generate less than 110 trips per day for 12 months and no trips thereafter. Therefore, VMT associated with the proposed Project would be less than significant and this impact will not be evaluated further in the SEIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. The Project does not propose closure of nearby public roads and would not include modifications to any public roadways or driveways. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Oversized truck trips during the construction phase of the proposed Project would adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. There is currently no proposed operations or proposed new land uses for the site following construction. Therefore, there would be no impact related to geometric design features and this impact will not be evaluated further in the SEIR.

d) Result in inadequate emergency access?

Less-than-significant impact. Construction activities on the Project site would include construction workers as well as haul trucks. Construction trucks traveling to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, due to the short construction period associated with the proposed Project, such impacts would be short-term in duration and would be no different to current operations. Current port operation involves large heavy-duty trucks traveling through the port road network, such as semi-trailers and flatbeds and there are multiple ingress/egress routes within the Port area. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. In addition, no road closures are proposed for the Project that would affect emergency access. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. As mentioned above, in compliance with the City of Long Beach Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes such as the I-710 and the I-110 Freeways (COLB 2013). This plan is also in line with Caltrans requirements. Therefore, implementation of the proposed Project would not result in inadequate emergency access. Impacts to inadequate emergency access would be less than significant and this impact will not be evaluated further in the SEIR.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
<p>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:</p>				
a) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.18.1 Discussion

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) **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)?**

Potentially significant impact. A Local Government Tribal Consultation List Request and Sacred lands File (SLF) search was requested on January 14, 2025, with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project’s cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, further analysis on this issue will be included in the SEIR.

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

Potentially significant impact. A Local Government Tribal Consultation List Request and Sacred lands File (SF) search were requested on January 14, 2025, with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, further analysis on this issue will be included in the SEIR.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Discussion

- a) **Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?**

Less-than-significant impact. Removal or relocation of existing utility infrastructure would be necessary to construct Project site improvements. This would be conducted in a manner designed to ensure that services to all users, including POLB tenants and private properties, would remain uninterrupted. Furthermore, construction and demolition of existing utility infrastructure would be phased to avoid interfering with adjacent Port operations. The utility relocations and reconstructions described in the Project Description could require temporary interruptions of service as new lines are put into service and old ones taken out. These interruptions would be scheduled to minimize inconvenience and damage. New utility infrastructure would be designed and constructed in accordance with utility provider requirements, current design standards, and COLB and COLA code requirements. Impacts from the replacement of utilities would be less than significant and this impact will not be evaluated further in the SEIR.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-significant impact. The proposed Project would not generate a substantial increase in demand for water as the Project does not propose development post-construction that could increase demand for water services. During construction activities, a small amount of water may be used for dust suppression and fire suppression, as needed. The proposed Project would likely use existing water supplies onsite to suppress dust, negating the need for temporary water to be brought to site. Post-construction, no water use would be required. Because the projected water use would represent a minimal amount of water demand during construction, implementation of the proposed Project would have a less-than-significant impact on available water supplies and this impact will not be evaluated further in the SEIR.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-significant impact. During construction portable restrooms would be available for construction workers and would not contribute to wastewater flows to the City's wastewater system. Although there would be replacement of sewers associated with the Project, the proposed Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant. There would be no other wastewater other than the storm runoff. No new or expanded wastewater treatment facilities would be required for the proposed Project. There are no proposed operations or proposed new land uses for the site following construction, thus impacts related to wastewater would be less than significant and this impact will not be evaluated further in the SEIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-significant impact. The proposed Project would temporarily generate construction and demolition debris such as trash, scrap metal, abrasive material, concrete, and general demolition scrap which would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code. CALGreen stipulates that 65 percent of construction waste shall be diverted, while AB 939 specifies 50 percent. Compliance with all applicable statutes and regulations would ensure that the proposed Project's impacts would be less than significant. The Project would generate a minimal amount of solid waste for a temporary period of approximately 12 months and no new additional waste beyond existing conditions would be generated post-construction. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-significant impact. The proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939 which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle 2023). Additionally, the Project would be consistent with the City of Long Beach Construction and Demolition Debris Recycling Program, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction (COLB 2025). Therefore, the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, State, and local solid waste regulations would be less than significant and this impact will not be evaluated further in the SEIR.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 Discussion

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

Less-than-significant impact. Project construction activities would be contained entirely within the Project sites and served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Department, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during construction and would not substantially impair an adopted emergency response plan or emergency evacuation plan. The majority of construction activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes within the POLB. Less than significant impacts related to emergency response or emergency evacuation plans would occur and this impact will not be evaluated further in the SEIR.

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

No Impact. According to CAL FIRE, the Project site is designated as being Outside State Responsibility Area and is not located within an HFRA (CAL FIRE 2024). Additionally, according to the City of Los Angeles Profile Report, the Project site is not within a VHFHSZ (COLA 2023). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (COLB 1975). As there is no planned operations post-construction the proposed Project would not expose people or structures, either directly or indirectly, to wildfires. Therefore, no impact would occur and this impact will not be evaluated further in the SEIR.

- c) **Require the installation 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?**

Less-than-significant impact. The proposed Project would require relocation and installation of utilities infrastructure on a like-for-like basis. However, most of these utilities would be installed underground or would replace existing utilities and thus would not exacerbate fire risk. No roads, fuel breaks, or emergency water sources are proposed as part of the proposed Project. As such, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No impact. For the reasons set out in the *Geology and Soils* and *Hydrology and Water Quality* sections of this Initial Study, no impacts to people or structures would occur due to significant risks, including exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

3.21.1 Discussion

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

Potentially significant impact. While the proposed Project does not have the ability to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, as there are no habitats or species on site, the proposed Project could potentially eliminate important examples of the major periods of California history or prehistory. A Local Government Tribal Consultation List Request and Sacred lands File (SF) search were requested on January 14, 2025. with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project’s cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period

for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, impacts to Tribal Cultural Resources, and the impacts associated with the D52-D54 Transit Shed will be assessed in the SEIR.

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

Potentially significant impact. The potential for cumulative impacts occurs when the independent impacts of a given Project are combined with the impacts of related projects in proximity to the Project site that would create impacts that are greater than those of the Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project.

Project impacts associated with aesthetics, agriculture and forestry resources, air quality, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire would result in less than significant or no impacts. As a result, the proposed Project’s contribution to these potential cumulative impacts would be less than cumulatively considerable and therefore, less than significant and these impacts will not be evaluated further in the SEIR.

As cumulative impacts associated with cultural resources, tribal cultural resources and noise are yet to be determined and thus potentially significant, only these topics will be assessed in the SEIR.

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

Less-than-significant impact. With implementation of the aforementioned mitigation measures and BMPs such as those related to hazards and hazardous materials, the proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly, according to the analysis contained within this Initial Study. Therefore, with the implementation of mitigation measures, the proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

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