Notice of Preparation/Initial Study for the World Oil Tank Installation Project Port of Long Beach

State Clearinghouse # 2020100119

Prepared for:

Port of Long Beach
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Long Beach, California 90802

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January 2023

NOTICE OF PREPARATION/INITIAL STUDY
Prepared in Accordance with the
California Environmental Quality Act of 1970
as Amended
for the
World Oil Tank Installation Project

The narrative and attached documents, including the project description, and staff analysis constitute an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA). Based upon the data contained herein, the proposed project has been determined to have potentially significant adverse environmental impacts, and an Environmental Impact Report (EIR) will be prepared.

INITIAL STUDY ISSUED FOR PUBLIC REVIEW: January 30 – February 28, 2023

BY: DIRECTOR OF ENVIRONMENTAL PLANNING: _____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Harbor Development Permit Application No. 19-066

State Clearinghouse No. 2020100119

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Acronyms and Abbreviations

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
bbl	barrel
BMP	best management practice
CAAP	Clean Air Action Plan
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
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
CGS	California Geological Survey
cm	centimeter
CNDDB	California Natural Diversity Database
CRP	Coastal Resiliency Plan
CTF	Clean Trucks Fund
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DIAL	Differential Absorption Light Detection and Ranging
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
ECOS	Environmental Conservation Online System
EDR	Environmental Data Resources

EFH	Essential Fish Habitat
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	U.S. Department of Transportation, Federal Transit Administration
g	gravity
GHG	greenhouse gas
HAPC	Habitat Area of Particular Concern
HDP	Harbor Development Permit
I	Interstate
IP	Port-Related Industrial District
IS	Initial Study
LACSD	Los Angeles County Sanitation District
LARWQCB	Los Angeles Regional Water Quality Control Board
LBFD	Long Beach Fire Department
LBMC	Long Beach Municipal Code
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
Ldn	average 24-hour sound level
Leq	equivalent sound level
LF	linear feet
LNAPL	light non-aqueous phase liquid
Lmax	maximum noise level
Lmin	minimum noise level
LST	Localized Significance Threshold
LUST	leaking underground storage tank
m^3	cubic meter
MBTA	Migratory Bird Treaty Act
mils	one-thousandth of an inch
MP	Port Manufacturing
MRZ	Mineral Resource Zone
MT	metric tons

MW	Megawatt
NPDES	National Pollutant Discharge Elimination System
NSR	New Source Review
OEHHA	Office of Environmental Health Hazard Assessment
PDTR	Port Drayage Truck Registry
PMP	Port Master Plan
POLB/Port	Port of Long Beach
PPV	peak particle velocity
RAP	rammed aggregate pier
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
sec	second
SRA	source receptor area
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TSDF	treatment, storage, and disposal facilities
USEPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles travelled
VOC	volatile organic compound
WRD	Water Replenishment District of Southern California

INTRODUCTION TO THE INITIAL STUDY

The proposed World Oil Tank Installation Project (Project) involves the construction and operation of two 25,000-barrel (bbl) petroleum tanks with internal floating roofs. The proposed Project is located at the Port of Long Beach (POLB/Port) within property privately owned and operated by Ribost Terminal LLC, dba World Oil Terminals (World Oil) at 1405 W. Pier C Street, Long Beach, California. The Project site is approximately 6 acres and contains seven existing petroleum tanks with a total terminal storage capacity of 502,000 bbl. Construction of the new tanks would include new tank foundations, two pumps, and connections to the existing piping for the existing truck loading racks.

This Initial Study (IS) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines* (14 CCR 15000, et seq). The purpose of the IS is to inform decision-makers, responsible agencies, and the public of the proposed Project, the existing environment that would be affected by the Project, the environmental effects that would occur if the Project is approved, and if required, identify proposed mitigation measures that would avoid or reduce environmental effects to the extent feasible.

1. Introduction

1.1 Project Background

Ribost Terminal LLC, doing business as (dba) World Oil Terminals (World Oil) submitted an Application for a Harbor Development Permit with the Port of Long Beach (POLB) on August 14, 2019, to construct and operate the World Oil Tank Installation Project (proposed Project). The proposed Project is located within the existing World Oil Terminal at 1405 Pier C Street, Long Beach, California. World Oil has privately owned and operated the petroleum storage facility on Pier C since 1964 (see Figure 1). World Oil Corporation primarily recycles oil-based waste including used motor oil, antifreeze, and oily wastewater. The waste is then recycled into motor oil, marine diesel fuel, new antifreeze, and paving and roofing asphalt blending components. The asphalt blending components are used at the World Oil Refinery in South Gate, California.

Figure 1. Existing Tanks

World Oil is proposing to construct and operate two new 25,000-bbl internal floating roof petroleum storage tanks at the World Oil Terminal. The new storage tanks would be connected to existing utilities, such as electrical lines and petroleum piping. The World Oil Terminal is approximately 261,000 square feet (6 acres) and contains seven existing petroleum tanks. Of these seven tanks, two tanks have a capacity of approximately 43,000 bbl each, two have a capacity of approximately 67,000 bbl each, and three have a capacity of approximately 94,000 bbl each, for a total storage capacity of 502,000 bbl. While the proposed Project would provide additional storage capacity of petroleum products, the new smaller tanks would ultimately provide for more efficient terminal operations by providing the adequate crude oil storage capacity for World Oil's paving/roofing asphalt refinery in South Gate. The larger existing tanks would be made available for lease by third-party customers for storage of fuel oils, as is currently done at the terminal. At this time, third-party customers have not yet been identified and are unknown; pipeline transfers to these tanks would occur as is done currently. Due to the speculative nature regarding the future destination(s) and use(s) of the petroleum products, an assessment of this topic cannot be reasonably forecast per *State CEQA Guidelines* Section 15145.

1.2 Project Objectives

The objectives of the proposed Project are:

- To increase efficiency of terminal operations;
- To realign storage capacity needs; and
- To make more existing tanks available for lease by third-party customers.

1.3 Project Location and Existing Conditions

The proposed Project is located in the southern portion of the County of Los Angeles in the Northeast Harbor Planning District (District 2) of Long Beach Harbor (POLB) (POLB, 1990). The proposed Project would be located within the existing World Oil Terminal at 1405 Pier C Street in Long Beach, California, just west of the Long Beach Freeway (I-710) and the Los Angeles River. The two new tanks would be installed in the generally vacant northwest corner of the existing petroleum bulk station and terminal. Figure 2 depicts a map of the Project site within the regional context of the vicinity. Figure 3 shows the Project site plan with the proposed tank locations, access routes, and staging area.

1.3.1 Project Vicinity and Surrounding Land Uses

The Port is the second-largest container port in the U.S. and consists of industrial and heavy commercial cargo shipping and trucking activity. The overall landscape is highly developed, with surrounding industrial land uses similar to the proposed Project. The Project area is bounded by the Long Beach Harbor Channel 2 and Pier B to the north, the Matson Auto and Oversized Cargo Yard and the Long Beach Freeway (I-710) to the east, the Tesoro Marine Terminal 3 Facility and Inner Harbor Channel to the south, and the Matson Container Yard operated by SSA Terminals to the immediate west.

1.3.2 Existing Project Site Conditions and Operations

The majority of the 6-acre site is unpaved and covered with sand and gravel, whereas 0.83 acre is paved with concrete. The unpaved gravel surface lies atop riprap and fill. The paved surfaces cover the western portion of the terminal and provide access for trucks to enter the site, load or unload, and exit from the same access point located on Pier C Street (one-way in, one-way out), as shown on Figure 3. Each on-road transport truck has a capacity of approximately 6,700 gallons (160 bbl). The terminal can accommodate a maximum truck capacity of five trucks due to the limited available area for truck queuing and the required clearance for emergency and fire lane access. The loading area is equipped with a berm capable of containing the equivalent of one truckload (approximately 6,700 gallons) of crude oil in the event of an accidental spill. A drainage device in the center of the berm collects the oil into a processing area to prevent oil from permeating soil or contaminating seawater.

Current terminal operation of tanks allocated to the World Oil consist of the transport of crude oil to the existing tanks by a dedicated receive only pipeline and daily on-road transport truck trips to and from the terminal to the offsite World Oil Refinery located in South Gate, California. Periodically, crude oil may be returned to the tanks by on-road transport trucks for refinery crude balancing.

In the current tanks leased to third-party customers, different grades of marine fuels, such as marine diesel oil, bunker fuel oil, and low sulfur fuel oil have been stored. Product is transmitted via two existing inbound and outbound Marathon Petroleum pipelines serving the Marathon Petroleum Carson Refinery and/or Marathon Petroleum pipeline and terminal assets; or the Glencore bidirectional pipeline serving the Glencore Long Beach Marine Terminal and Glencore Carson Marine Terminal. During atypical periods when the pipelines are being serviced, product may be transported to/from the leased tanks by on-road transport truck via the existing truck loading rack.

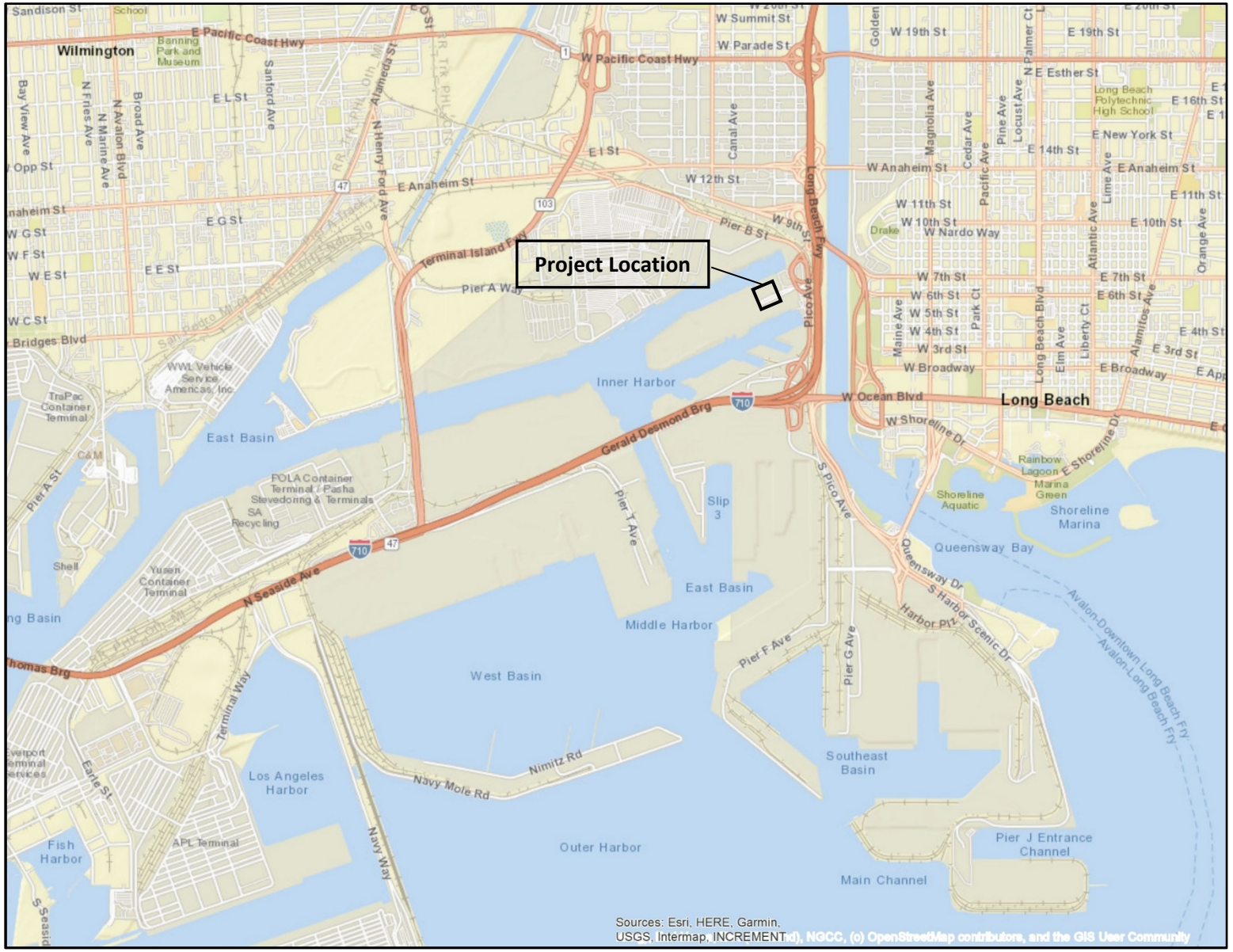

Figure 2. Project Vicinity – World Oil Terminal Tank Installation Project

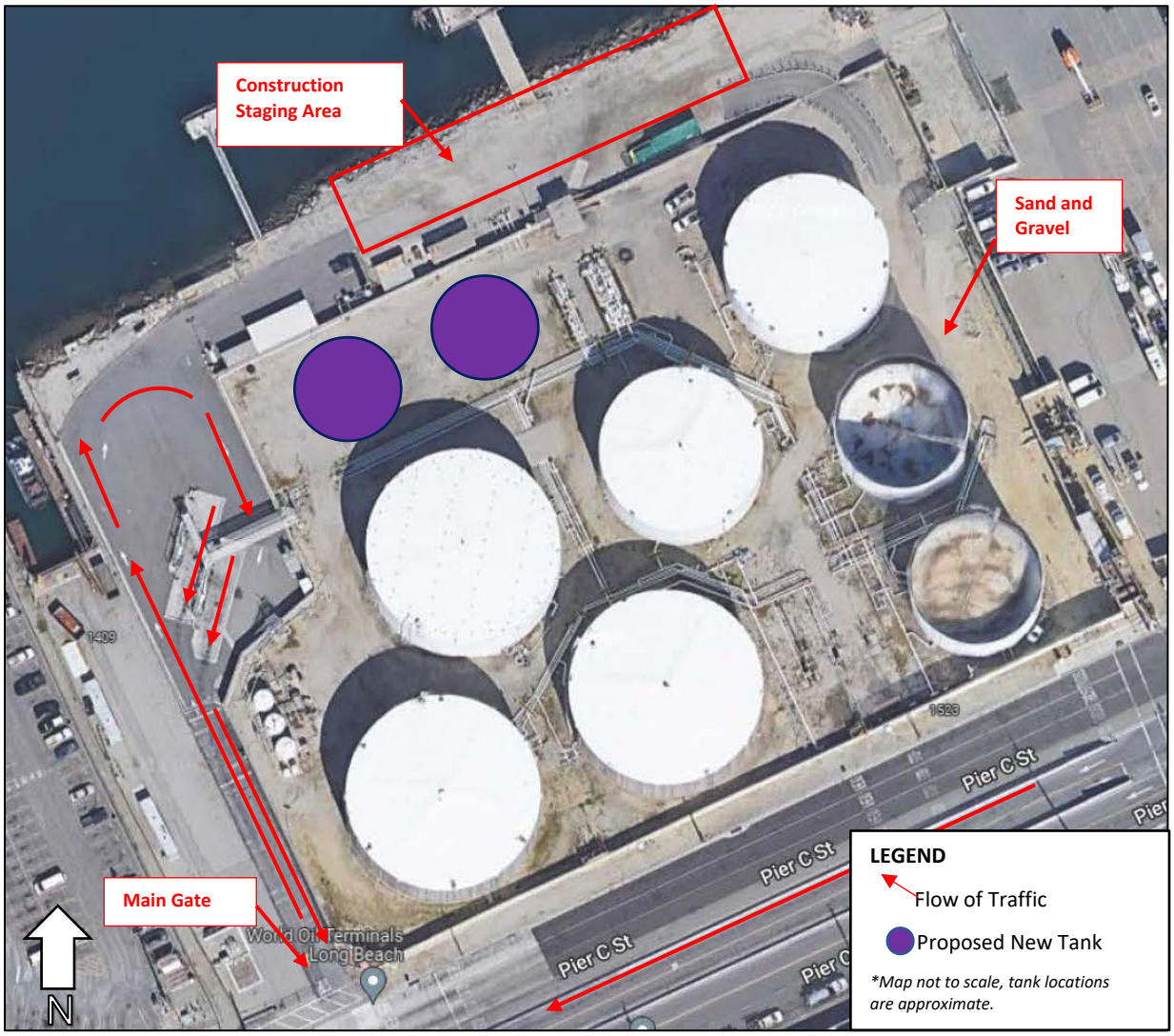

Figure 3. Project Site Plan – World Oil Tank Installation Project

1.3.3 Port Master Plan

The Port Master Plan (PMP) was originally certified by the California Coastal Commission (CCC) in 1978 in conformance with the policies of Chapter 8 (entitled "Ports") of the California Coastal Act (CCA). The PMP was updated and certified in 1983 and again in 1990 as Amendments No. 3 and No. 6, respectively. Since 1990, numerous plan amendments have been adopted by the POLB and certified by the CCC.

The Project site is located within Harbor Planning District 2 (Northeast Harbor), which is designated for primary Port facilities, Port related uses, hazardous cargo facilities, ancillary Port facilities, oil production, and navigation (POLB, 1990). The construction and operation of the proposed two new petroleum storage tanks at the existing World Oil Terminal at Pier C would be consistent with the Northeast Harbor's allowable and permitted use of hazardous cargo facilities. The design and use of the two new tanks would be similar to the existing storage tanks. In addition, the proposed Project would not store fuel oils or crude oils in such quantities as would

have significant impact upon the oil and gas supply of the state and/or nation. Therefore, the proposed Project would not require a PMP amendment and is not among the categories of development projects that may be appealable under the CCA prior to the approval by Board of Harbor Commissioners.

1.3.4 Current City of Long Beach General Plan Land Use Designation and Zoning

The City of Long Beach General Plan Land Use Element, adopted in 2019, designates the POLB as a Regional-Serving Facility "PlaceType," which is defined as a flexible zoning type including "facilities, businesses and operations that not only serve the City of Long Beach, but also the region and parts of the nation." According to Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix in the City of Long Beach General Plan Land Use Element, this PlaceType is consistent with Light, Medium, General, and Port-related Industrial Zoning Districts (City of Long Beach, 2019).

1.4 Project Description

World Oil currently operates seven tanks at their facility and proposes to construct and operate two additional, new 25,000-bbl petroleum storage tanks with internal floating roofs with new tank foundations and piping connections to existing facility infrastructure, including the truck loading racks. The two new, smaller tanks would realign and provide more adequate storage capacity for World Oil's operations by moving the crude oil currently stored for World Oil's paving/roofing asphalt refinery from two existing larger tanks at the site. The two larger existing tanks would then be removed from World Oil's dedicated paving/roofing asphalt refinery service and made available to lease by third-party customers for storage of marine fuels and marine fuel blending components, as is currently done for four of the existing tanks at the facility. No new pipelines, truck loading racks, or other facility modifications are being proposed at World Oil's Pier C Terminal, World Oil's paving/roofing asphalt refinery in South Gate, or the third-party customers' facilities. Furthermore, the proposed Project would not enable the facility to increase throughput beyond the permitted limits through the pipelines, tanks, or loading racks due to limitations associated with the physical geometry of the site, physical limitations of the existing pipelines and truck loading racks, and permitted throughput limits.

1.4.1 Project Construction Activities, Equipment, and Schedule

The site would be prepared for tank installation by clearing debris, such as concrete and abandoned underground components. All earthwork and grading would be performed in compliance with applicable requirements of California Division of Occupational Safety and Health (Cal/OSHA) and specifications of POLB's Grading Codes. Figure 4 shows the existing area where the tanks would be installed. An existing out-of-service concrete oil/water separator sump at the Project site would be demolished to accommodate the new tanks (see Figure 5).

Figure 4. Project Site – View Looking West

During ground preparation, the upper approximately four feet of earth material would be excavated and removed to accommodate locally imported sandy engineered fill that would serve as a stable base for the new tanks. Existing materials may also be mixed with the sandy engineered fill to reduce the need to dispose of excess soil. After initial removal of earth material, approximately six inches in depth of debris would be removed from the exposed grade. The exposed grade would be brought to at least 110 percent of the optimum moisture content, and then compacted to at least 90 percent of the laboratory standard. The locally imported sandy engineered fill would consist of fine particles and placed in loose lifts (i.e., layers to be compacted with soil fill) no greater than approximately eight inches in thickness. Each lift would either be watered or air-dried as necessary to achieve at least 100 percent of the optimum moisture content and then compacted in place to at least 90 percent of the laboratory standard. Subsequent lifts would not be placed until the geotechnical consultant has tested the preceding lift. Lifts would be maintained relatively level and would not exceed a gradient of 20:1 (horizontal-to-vertical).

Figure 5. Concrete Oil/Water Separator Sump (to be demolished)

Because the site is underlain by compressible earth materials that are susceptible to liquefaction, implementation of a ground improvement system may reduce the effects of static and seismic settlements. Construction of the ground improvement system would consist of vibratory stone column Geopiers, also known as vibro piers, or equivalent rammed aggregate piers (RAPs). The vibro pier process involves the construction of dense aggregate columns (i.e., stone columns) with a down-hole vibrator (or equivalent, such as a hydraulic break hammer or mounted impact hammer (hoe ram) suspended from a crane or specially built rig. Vibro replacement would increase the soil's ability to support heavy loads and resist shear force, decrease settlement, and reduce liquefaction. Typical vibro pier construction would begin with pre-drilling the pier location to create a full-depth hole with a diameter that is equal to the final pier design diameter. Stone is then introduced to the hole and compacted in layers by repetitive ramming with a powerful, specially designed vibrator or equivalent equipment. Vibro replacement stone columns may be constructed with the bottom feed process in soils in which the pre-drilled hole will not stay open. The bottom-feed process feeds stone to the vibrator tip through an attached feed pipe. Pre-drilling of dense soil layers at the column location may be required for the vibrator to penetrate to the design depth. This method of construction creates a stone column that reinforces the treatment zone and densifies surrounding granular soils. The vibro replacement process is repeated in lifts until a dense stone column is constructed to the ground surface.

The backfilled areas around the tank foundations would be graded to allow for proper drainage. Because the Project site is unpaved and covered in gravel, water runoff can infiltrate the soil. No excess water would be directed toward or allowed to pool against structures such as walls, foundations, or flatwork.

The two tank foundations would be installed on top of a ring-wall-type foundation. Approximately 40 linear feet (LF) of above-ground pipes per tank would be field-fitted to connect the tanks to existing lines, which connect to the truck loading racks. In the event that pipes must go beneath the ramp just to the south of the new tanks, the pipes would be coated and wrapped. A short electrical connection would be provided between the new tanks and the existing subpanel located

just outside the containment wall to the north. No other new overhead electrical lines or pipelines would be needed.

The two tanks would undergo a National Pollutant Discharge Elimination System (NPDES) permitted hydrotest. The hydrotest, or hydrostatic test, would check for leaks and structural integrity. Approximately 50,000 bbl of water sourced from the Long Beach Water Department would be used for the hydrotest. Once conducted, the hydrotest discharge would be tested for any contaminants and then dechlorinated.

The tank exteriors would be shop-blasted and painted off-site with primer, and then painted on-site with two coats of paint. The first coat would have a thickness of approximately 4 to 6 mils (one-thousandth of an inch), and the second coat would have a thickness of approximately 2 to 4 mils. The tank interiors would be coated with an approximately 16 to 22-mil coat of paint, which would cover the tank floors and up the sidewalls approximately 48 inches.

After completion of tank construction, all construction debris such as trash, scrap metal, abrasive blasting material, paint, pallets, concrete, and general construction scrap would be disposed of or recycled according to the California Green Building Standards Code and the City of Long Beach Construction and Demolition Debris Recycling Program (City of Long Beach, 2007).

Schedule. The proposed tanks would be constructed in two phases, as shown in Table 1, lasting for approximately 10 months. Construction activities would occur Monday through Friday between 7:00 a.m. and 5:00 p.m. (one 10-hour shift/day).

Table 1. Construction Schedule and Personnel

Proposed Project Construction Phase	Work Activity (subphase)	Duration	Duration (Workdays)	Shifts[1]	Workers Per Day
Phase 1	Excavation/ Foundation	4.5 months	91	1/10	8
Phase 2	Tank Erection/Painting	6.5 months	134	1/10	8

[1]Five-day work weeks; Phases 1 and 2 overlap by approximately 0.5 month, so the total duration is approximately 10 months.

Equipment. The proposed Project would require the use of both on-road heavy-duty trucks and off-road trucks and equipment for construction activities. Table 2 shows the breakdown of equipment to be used during construction activities.

Table 2. Construction Equipment

Project Activity	Equipment Type	Estimated Number	Schedule (# of Days Equipment Operates)
Excavation	Bobcat	2	43
	Crane	1	43
	Skip Loader	1	43
	Flat Bed Truck	1	1
	Dump Truck	1	43
	Excavator	1	43
Foundation	Pile Driver	1	55
	Crane	1	55
	Bobcat	1	55
	Concrete	1	40
	Dump Truck	1	4
	Flat Bed Truck	2	4
Tank Erection	Crane	2	60
	Manlift	1	120
	Flat Bed Truck	1	24
	Flat Bed Truck	2	2
	Air Compressor	2	120
	Generator	1	120

Source: World Oil Terminals, 2019.

Staging Area. Workers would access the Project site from Pier C Street at the existing, gated entrance to the World Oil Terminal property, which would be gated for the duration of Project construction and continued operations. During the day shift, the operator, supervisor, and terminal manager are present on-site. During the night shift, one operator is present on-site. The unpaved area north of the control building would serve as an approximately 6,940-square-foot (770 square-yards) staging area for construction vehicles (see Figure 6).

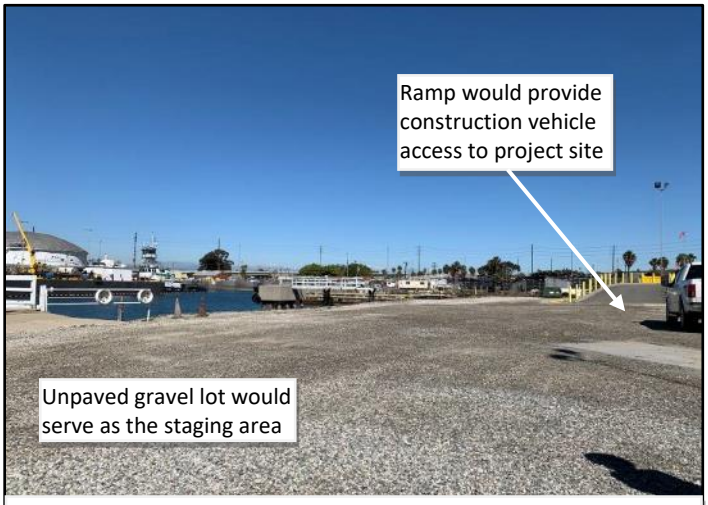

Figure 6. Staging Area

1.4.2 Project Operation and Maintenance

The existing tanks leased by third-party customers have historically stored different grades of marine fuels, such as marine diesel oil, bunker fuel oil, and low sulfur fuel oil. The proposed existing tanks that would be converted to newly leased tanks would continue to primarily ship and receive the same or similar fuel oils through either the two inbound and outbound Marathon Petroleum pipelines serving the Marathon Petroleum Carson Refinery and/or Marathon Petroleum pipeline and terminal assets; or the Glencore bidirectional pipeline serving the Glencore Long Beach Marine Terminal and Glencore Carson Marine Terminal. A third pipeline, RT-1, is owned and operated by World Oil and is a receive-only pipeline that would deliver crude oil to the proposed new tanks. Activities at refineries such as the Marathon Petroleum Carson Refinery and at terminals such as Glencore Long Beach Marine Terminal are separate from activities at the World Oil Terminal. Refinery processing capabilities are limited by factors such as equipment design capacity, permit conditions, firing rates for combustion sources, and maintenance schedules of the various operating units within the refineries. No improvements to pipelines to or from the facilities at the Marathon Petroleum Carson Refinery or Glencore's Long Beach Marine Terminal or Carson Marine Terminal are proposed as part of the proposed Project. Therefore, refinery processes would not be influenced by the proposed Project's storage capacity.

The equipment at the facility is subject to the air permitting requirements established by the South Coast Air Quality Management District (SCAQMD). Each of the existing tanks and loading racks at the World Oil Terminal has an SCAQMD Permit to Operate that limits throughput, vapor pressure of materials, and the types of materials (based on volatilities and Reid Vapor Pressure [RVP]) that are permitted to be stored. The proposed Project would not enable the facility to increase throughput of existing pipelines, tanks, or loading racks beyond the permitted limits. The following throughput limits are enforced by the SCAQMD in the facility's Permits to Operate for each piece of equipment (SCAQMD, 2018):

- 107,500 bbl/month for the 43,000-bbl capacity tanks
- 167,500 bbl/month for the 67,000-bbl capacity tanks
- 235,000 bbl/month for the 94,000-bbl capacity tanks
- 10,000 bbl/day of total throughput for the two truck loading racks

World Oil would need to obtain new Permits to Construct and Permits to Operate from SCAQMD for each of the two new storage tanks. No changes to conditions in World Oil's existing Permits to Operate for the existing tanks are proposed or needed to implement the proposed Project; the existing tanks would continue to operate as currently permitted. Additionally, the World Oil Terminal is limited to loading up to 10,000 bbl/day of crude oil into trucks; this limit would not change with implementation of the proposed Project.

The new Permits to Construct and Permits to Operate for each of the two new storage tanks would reflect the requirements of the SCAQMD New Source Review program. The new air permits would limit the throughputs and types of materials to be stored in the new tanks and require the tanks to incorporate the Best Available Control Technology for limiting emissions. World Oil would be required to provide offsets for the projected increase in emissions. The air permits would also include conditions requiring proper installation and maintenance of the tanks and floating roofs, use of emissions controls during roof landings during tank cleaning and degassing, and recordkeeping and reporting to verify proper use and maintenance of the tanks.

After proposed Project implementation, the newly leased tanks may also ship product through the truck loading racks during atypical conditions such as when a pipeline is being serviced, as is currently done with existing leased tanks. To account for this, it is estimated that truck trips would increase approximately 10 percent over baseline truck counts. Table 3 displays the existing monthly and daily average loading rack truck count and barrels transported. Table 4 displays the projected future monthly and daily average loading rack truck count and barrels transported including this 10 percent increase.

Table 3. Existing Loading Rack Truck Traffic

2017-2022	Average Truck Count		Barrels	
	Monthly	Daily	Monthly	Daily
Minimum	344	0	54,071	0
Maximum	1,228	53	202,279	8,542
Overall Average	780	26	124,971	4,109

Note: Truck and barrel counts include receipts (unloaded trucks) and deliveries (loaded trucks).

Table 4. Proposed New Loading Rack Truck Traffic

	Average Truck Count		Barrels	
	Monthly	Daily	Monthly	Daily
Minimum	378	0	59,478	0
Maximum	1,351	58	222,507	9,396
Overall Average	858	29	137,468	4,520

Word Oil's existing emergency contingency plans include the Emergency Response Action Plan, Facility Response Plan, Illness and Injury Prevention Plan, and Spill Prevention Control and Countermeasure Plan. These existing plans would be updated to reflect the additional tanks and continue to be implemented. World Oil would continue to conduct annual training and quarterly/annual emergency drills, have evacuation plans, and shutdown procedures.

Tank Maintenance

Typical maintenance activities for the new tanks would be the same as those for the existing tanks, including cleaning sludge from tank bottoms, dewatering, routine visual inspections, and standard quarterly inspections in compliance with the SCAQMD Air Quality Permit. World Oil would adopt all existing maintenance procedures for the proposed Project. Pumps and piping would be inspected, repaired, replaced, or upgraded as needed. Currently, approximately 300 gallons of water per tank per day are dewatered, as estimated from current wastewater meter discharge flow meter readings on existing tanks. Therefore, it is anticipated that a smaller amount would be dewatered from the two proposed smaller 25,000-bbl tanks per day. The dewatered wastewater would be piped into the existing three 10,000-gallon wastewater treatment storage tanks and then discharged to the Los Angeles County Sanitation District for treatment in compliance with the facility's discharge permit, as is currently done for the existing tanks. Approximately every 10 years, the tanks would be cleaned of sludge, repaired, and/or hydrotested. Sludge tank bottom quantities are estimated to be approximately 1,500 bbl every ten years and are disposed of at permitted treatment, storage, and disposal facilities (TSDF) such as a U.S. Ecology waste facility. TSDFs may be in any number of locations in the U.S. depending on the type of treatment required. This waste is regulated by the State of California (non-Resource

Conservation and Recovery Act (RCRA) hazardous waste). Other risk management procedures include the American Petroleum Institute 653 Standard inspection, daily operator inspections, and annual cathodic protection surveys. Although typical tank cleaning and emptying occurs approximately every 10 years, other maintenance activities may be conducted sooner, as needed. Reasons for emptying and/or cleaning a tank could include, but are not limited to, the following:

- Product in a tank does not satisfy the quality requirements or standards;
- The type of product stored in the tank is changed, and the new product is not compatible with or would be contaminated by existing product in the tank; or
- Tank repair is required.

1.5 Anticipated Permits and Other Approvals

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines,* POLB is the designated Lead Agency for the proposed Project and has principal authority and jurisdiction for CEQA actions and project approval.

The discretionary actions to be considered by POLB as part of the proposed Project include the following:

- Approval and certification of the environmental impact report required under CEQA; and
- Approval of a Harbor Development Permit (HDP) that would allow for the construction activities.

In addition to the Harbor Development Permit, the approvals or permits from other federal, state, local, and/or regional agencies that may be required to implement the proposed Project include but are not limited to those listed in Table 5.

Table 5. Permits that May Be Required for the Proposed Project

Agency	Jurisdiction	Requirements
Federal/State Agencies		
U.S. Environmental Protection Agency Region 9	Hazardous Waste	Facility has EPA ID, storage <90 days
California Department of Toxic Substances Control	Hazardous Waste	Facility has EPA ID, storage <90 days
Local/Regional Agencies		
South Coast Air Quality Management District	Air quality	Limits on throughputs and types of materials to be stored; recordkeeping and reporting to verify proper use and maintenance of the new tanks
Los Angeles Regional Water Quality Control Board	Tank hydrotest water	Discharge to Long Beach Harbor
	Construction	Discharge of Storm Water
Los Angeles County Sanitation District	Wastewater treatment	Wastewater discharge limits
City of Long Beach Planning and Building Permit	Construction	Tank construction building codes
City of Long Beach Fire Department	Demolition of oil/water concrete separator pump	Underground Storage Tank Permit

2. Environmental Determination

2.1 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" and requiring implementation of mitigation as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☒ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

2.2 Environmental 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 on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Matthew Arms, Director of Environmental Planning
Port of Long Beach

Date

2.3 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 would 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 onsite, 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.
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 Analyses 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.

I. Aesthetics

AESTHETICS **Except as provided in Public Resources Code Section 21099, would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project have a substantial adverse effect on a scenic vista?

NO IMPACT. The Project site is not located within an officially designated scenic vista. The Port Master Plan identifies three sensitive views within the POLB: (1) predominant structures visible to the east from downtown Long Beach and along the ocean bluffs, (2) ground level views along the boundary of Queensway Bay, and (3) ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street (POLB, 1990). Additionally, the General Plan Mobility Element designates the segment of Ocean Boulevard from Nimitz Road on the west to State Route 1 (SR-1) on the east as a City-designated scenic route (City of Long Beach, 2013).

Downtown Long Beach and its coastal areas are located to the east of the Project site across the Los Angeles River and the Long Beach Freeway (I-710). Given the distance and visual obstructions from existing buildings and infrastructure, the Project site is not visible from these sensitive viewpoints.

The Project site is also not adjacent to Queensway Bay and would not obstruct ground-level views of this scenic resource. Queensway Bay is approximately 1.6 miles southeast of the Project site, south of the Seaside Freeway/Ocean Boulevard, the Queensway Bridge, and many other intervening structures, including elevated roadways, gantry cranes, and oil refineries. The existing infrastructure inhibits views to or from the Project site and Queensway Bay. Therefore, the proposed Project would not impact ground-level views near Queensway Bay.

The segment of Harbor Scenic Drive (I-710), south of Anaheim Street, is approximately 0.21 mile east of the Project site. The Project site is visible from a portion of I-710, but the existing taller storage tanks to the south and east of the new tanks would obstruct views of the new smaller tanks. Overall, the Project site is in a highly industrialized area with features typical of marine container terminals, including storage tanks, cranes, and other container-moving equipment, trucks, elevated roadways, and other port-related facilities. The overall viewshed from I-710 is

characterized by the highly industrialized and developed environment of the Port. Similarly, views of the Project site from Ocean Boulevard are primarily obscured by distance as well as intervening structures. The addition of the new tanks would not detract from the overall viewshed from Harbor Scenic Drive and Ocean Boulevard.

Construction

Project construction activities would temporarily alter the visual character of the site, but construction equipment such as dump trucks, cranes, and excavators would generally be consistent with the existing industrial and port-related activities and facilities in the Project area. Therefore, the proposed Project would result in no construction related impact on scenic vistas.

Operation

Once completed, the two new tanks would blend in with the existing seven tanks on-site and would not substantially impact the scenic character of the area. The new tanks would be smaller than the existing tanks and would not be highly visible from public viewsheds. The Project would not result in any new prominent features that may impact the scenic viewshed along Harbor Scenic Drive or Ocean Boulevard, and the Project site would continue to be consistent with the industrial nature of the viewshed. The two new approximately 56-foot tall tanks would be smaller than the existing tanks, which range from 80 to 118 feet tall. Similar to existing structures on-site, the proposed tanks would be consistent with the POLB's highly industrialized visual character. Views of the Project site would be generally the same as existing conditions. The proposed Project would not obstruct views of any specific scenic resources, either natural or man-made, and would blend in with the surrounding industrial character. Due to other intervening structures such as raised roadways, cranes, and other storage structures, views of the Project site would be intermittently obstructed from the roadways. Therefore, the proposed Project would result in no operation related impact on scenic vistas.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, there are no designated State scenic highways within the POLB or the City of Long Beach. The closest State-designated scenic highway is SR-91 beginning at SR-55 east of the Anaheim city limit, which is more than 20 miles to the northeast of the Project site (Caltrans, 2019). The City of Long Beach General Plan Mobility Element designates the segment of Ocean Boulevard from Nimitz Road on the west to SR-1 on the east as a City-designated scenic route (City of Long Beach, 2013). The closest eligible State scenic highway is the segment of SR-1, located approximately five miles to the east of the Project site that follows the coastline from Orange County into Los Angeles County and terminates at SR-22 in the City of Long Beach (Caltrans, 2019). The Project site is not visible from either of these State scenic highways due to distance and obstructions from existing structures and topography; therefore, the proposed Project would not impact any scenic resources within a State scenic highway.

The General Plan Mobility Element Map 12, *Context-Sensitive Street Classification System*, identifies scenic routes within the City of Long Beach (City of Long Beach, 2013). The closest City-designated scenic route to the Project site is Ocean Boulevard from Nimitz Road (western City limit) to SR-1 (eastern City limit), which is located approximately 0.55 mile south of the Project site. As discussed in Section I(a), views of the Project site from Ocean Boulevard are mainly

obstructed and include features typical of marine container terminals and other industrial and port-related facilities.

Furthermore, there are no scenic resources at the Project site such as trees, rock outcropping, historic buildings, or other aesthetic features, and therefore, construction and operation of the proposed Project would not damage scenic resources. No impact would occur to scenic resources due to either construction or operation.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The PMP's Public Access, Visual Quality, and Recreation/ Tourist Element contains goals which include minimizing disruptive views and improving the appearance of Harbor lands at and along major vehicular approaches. The PMP identifies the most sensitive views within the Port as predominate structures east from downtown Long Beach and along ocean bluffs, 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 Project site is not located near any of these sensitive views and would not conflict with the PMP's goals for visual quality.

The Project site's visual character and surroundings are dominated by highly industrial features, resulting in low visual quality. Main components of the site consist of the tank storage area, truck access route, truck loading racks, and office building. The tank storage area occupies the majority of the Project site area and is unpaved. Smaller wastewater tanks, piping, meters, walkways, and ladders are located within this area. The truck access route begins at the entrance from Pier C Street, runs north to the turnaround, circles back to the truck loading racks, and terminates at the entrance. On-site structures do not have any defining architectural features.

Construction

The proposed Project would construct and install two additional smaller tanks that measure approximately 56 feet tall and 60 feet in diameter. These tanks would be obstructed by the existing tanks, which range from 80 to 118 feet tall. The new tanks would be connected with approximately 40 linear feet of new piping to existing pipe infrastructure. The storage tanks would be visually similar to the existing tanks and have similar uses (i.e., storage of crude oil). Construction activities would temporarily alter the visual character of the Project area through the presence and use of large equipment such as a crane, skip loader, dump truck, excavator, and pile driver. However, these activities would generally blend in with the existing industrial and port-related facilities in the area and would be temporary, lasting approximately 10 months. Construction impacts would be less than significant.

Operation

The surroundings of the Project site are defined by industrial features consistent with a maritime container terminal. Structures vary in height, form, color, and orientation to roadways. The new smaller storage tanks would be consistent with the visual character of the Project site, as they would be installed in an area surrounded by seven larger existing on-site storage tanks. Furthermore, the proposed Project would also be visually consistent with the surrounding uses

because other large storage tanks are located on other properties opposite the Project site. The Project would not conflict with the site's overall industrial scenic nature.

The terminal would have similar operational activities with additional storage capacity to lease to third-party vendors. The site would continue to be compatible with neighboring port-related industrial uses. The addition of two new crude oil storage tanks would not result in the visual degradation of the Project area's industrial character. Operational impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The Project site and surroundings are predominantly characterized by industrial uses that currently use nighttime lighting. Existing lighting on-site consist of tall pole lights scattered around the site and smaller lights at the truck loading racks that provide lighting for nighttime operations. In addition, there is a large amount of nighttime lighting associated with the highly industrialized POLB, which has activities occurring 24 hours a day, seven days a week. The surrounding urbanized sites adjacent to the terminal and along Pier C Street all contain various sources of light and glare. Tall pole lights exist throughout the vicinity, which provide nighttime illumination. The main source of daytime glare comes from the Matson Auto and Oversized Cargo Yard, due to sunlight reflecting off of densely parked vehicles. The proposed Project would not exacerbate nighttime or daytime glare because it does not propose any nighttime illumination or materials that cause daytime glare.

Construction

According to the City of Long Beach Municipal Code (LBMC) 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. Construction of the proposed Project would occur between 7:00 a.m. and 5:00 p.m. from Monday through Friday. Lighting and glare impacts related to construction activities would be less than significant because construction would occur within the permitted time and would stop earlier than 7:00 p.m., eliminating the need for nighttime lighting. Compliance with LBMC Section 8.80.202 would ensure light and glare impacts associated with construction of the Project are minimized to less-than-significant levels.

Operation

No new lighting is proposed as part of the proposed Project. Therefore operation of the new smaller storage tanks will not change any lighting and glare from the project and operational impacts due to lighting and glare would be less than significant.

Mitigation Measures: No mitigation is required.

II. Agriculture and Forestry Resources

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as Shown on the Maps Prepared Pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to Non-agricultural use?

NO IMPACT. The Project is located in a highly developed area of the POLB with existing petroleum storage and transport operations occurring at the site. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project site is not within any area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC, 2016). The developed, urban character of the surrounding area suggest that the appropriate Farmland Mapping and Monitoring Program mapping designation would be Urban and Built-Up Land. Thus, the proposed Project would have no impact on Farmland.

Mitigation Measures: No mitigation is required.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

NO IMPACT. The Project site and its surrounding areas are located with District 2 and zoned "MP – Port Manufacturing" (POLB, 1990). Permitted uses within District 2 and MP zones include primary port facilities, port-related uses, hazardous cargo facilities, ancillary port facilities, oil production, and navigation. No agricultural use occurs within the Project site and surrounding areas. As such, the Project site is not a part of a Williamson Act contract. Thus, no impacts would occur.

Mitigation Measures: No mitigation is required.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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. As discussed in Section II(b), the Project site is not located within lands zoned for forest land or timberland. As such, the proposed Project would not cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. As discussed in Section II(b), the Project site is not located within lands zoned for forest land. The proposed Project would not result in the loss of forest land or convert forest land to non-forest use. No impact would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. As discussed in Sections II(a) through II(d), the Project site is located in an urbanized area with no land zoned for agricultural or forest uses. The Project would not result in the conversion of Farmland to non-agricultural use, and no impact would occur.

Mitigation Measures: No mitigation is required.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Significance criteria established by CEQA Guidelines, Appendix G.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

LESS-THAN-SIGNIFICANT IMPACT. This impact discussion addresses Project compliance with the applicable air quality management plans.

Air Quality Management Plan (AQMP). The South Coast Air Quality Management District (SCAQMD) implements, and periodically updates the AQMP for the South Coast Air Basin, which is comprised of portions of Los Angeles, Riverside and San Bernardino Counties, and Orange County. The AQMP uses projections of population growth and trends in energy and transportation demand to predict future emissions and determine control strategies to eventually achieve attainment with the ambient air quality standards for ozone and particulate matter. The ambient air quality standards are set at levels to adequately protect the health of the public, and AQMP control strategies are designed to achieve the requisite reductions in emissions of ozone precursors, such as organic compounds and nitrogen oxides, and reductions in particulate matter. The control strategies are then either codified into the SCAQMD's rules and regulations, or otherwise set forth as formal recommendations to other agencies, such as those contained in the SCAQMD CEQA Guidelines.

The SCAQMD rules and regulations include requirements for stationary equipment, certain materials used (such as paints/coatings), and for fugitive dust and nuisance control. These regulations contain both requirements and exemptions for certain types of equipment that may be used during implementation of the proposed Project. Portable equipment with small internal combustion engines (under 50 horsepower) that may be used during construction would be exempt from permitting through SCAQMD Rule 219.

Petroleum storage tanks, including those proposed with the Project, are subject to a variety of controls that specifically focus on storage tanks and fugitive components including:

- SCAQMD Rule 463, Organic Liquid Storage;
- SCAQMD Rule 1149, Storage Tank and Pipeline Cleaning and Degassing;

- SCAQMD Rule 1173, Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants; and
- SCAQMD Rule 1178, Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities.

Compliance with the applicable SCAQMD rules, for projects that otherwise are within the growth projections for the air basin, indicates a project would not conflict with the applicable air quality plan.

Project construction would be required to comply with all applicable air quality regulations and all applicable strategies of the Clean Air Action Plan (CAAP) (POLB, 2017), including construction Best Management Practices (BMPs). Compliance with these regulations and CAAP BMPs ensures construction practices and emissions would conform with the AQMP.

Operation of two proposed floating roof crude oil storage tanks would not increase the crude oil throughput beyond the limits set in World Oil's SCAQMD-issued Permits to Operate for the loading racks or tanker truck transportation requirements. The tanks would be required to obtain SCAQMD permits and comply with all SCAQMD permit conditions and regulations. The World Oil facility is not a Major Source as defined by the Clean Air Act and SCAQMD permitting requirements; therefore, the facility does not require a federal Title V air quality permit.

Product stored in the tanks allocated to the World Oil Refinery is only moved offsite via truck. Trucks associated with operation of the proposed Project are required to comply with all state and local regulations, including requirements in SCAQMD permits for the existing truck loading racks. Therefore, the nominal increase in trucks transporting fuel oil would not conflict with the AQMP.

The pre-construction review of the Permit to Construct/Permit to Operate applications by the SCAQMD would establish permit conditions requiring inspection, monitoring, and recordkeeping to ensure compliance with the SCAQMD rules and regulations for the proposed Project's operation and use of the two proposed petroleum storage tanks at the site. The proposed new and modified sources would be subject to the SCAQMD requirements to use the Best Available Control Technology (BACT) to ensure that the Project would pose no potential to conflict with the AQMP or SCAQMD requirements.

Truck and Bus Regulation. California Air Resources Board's (CARB) Truck and Bus Regulation requires heavy-duty diesel vehicles that operate in California to reduce toxic air contaminants (TACs) emissions from their exhaust. By January 1, 2023, drayage trucks will be required to have 2010 or newer model year engines to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions. Starting in 2020, only vehicles compliant with this regulation will be registered by the California Department of Motor Vehicles (DMV). Trucks visiting the World Oil Terminal would be subject to the applicable provisions of the CARB Truck and Bus Regulation.

Clean Air Action Plan (CAAP). In 2006, the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles adopted the San Pedro Bay Ports CAAP as a means of complying with the SCAQMD's AQMP for the region. The CAAP was designed to reduce the health risks posed by air pollution from all port-related emission sources, specifically ships, trains, trucks, terminal equipment and harbor craft, such as tugboats. The 2017 CAAP Update contains strategies to reduce emissions from sources in and around the ports, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources.

Community Emission Reduction Plan (CERP). The Community Emissions Reduction Plan (CERP) for Wilmington, Carson, and West Long Beach was adopted by the South Coast AQMD pursuant to 2017 Assembly Bill (AB) 617 to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollutants. The CERP was developed in partnership and collaboration between the Community Steering Committee (CSC), which is made up of local community members and land use and public health agencies, the SCAQMD, and the CARB. Together they identified refineries, ports, neighborhood truck traffic, oil drilling and production, railyards, and schools, childcare centers, and homes as air quality priorities to be addressed and identified actions to reduce emissions and/or exposures (CERP 2019).

The following specific actions identified in the CERP may be relevant to the proposed Project:

- **Refineries: Action 4**: **Initiate Rule Development to Amend Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities.** The SCAQMD most-recently amended this rule in November 2020, and additional revisions are being considered for 2022 and 2023.
- **Ports: Action 3: Reduce Emissions from Port Equipment (Cargo Handling Equipment) and Drayage Trucks.** Trucks visiting the World Oil Terminal would be subject to CARB requirements for idling trucks, and the applicable provisions of the CARB Truck and Bus Regulation.
- **Neighborhood Truck Traffic: Action 1: Reduce Truck Idling; Neighborhood Truck Traffic: Action 2: Reduce Emissions from Heavy-Duty Trucks.** Trucks visiting the World Oil Terminal would be subject to CARB requirements for idling trucks, and the applicable provisions of the CARB Truck and Bus Regulation.

  As described above, the proposed Project's construction and operational activities would be required to comply with all applicable air quality regulations and BMPs to ensure the proposed Project would not conflict with or obstruct implementation of the AQMP, Bus and Truck Regulation, CAAP, or the CERP. The proposed Project would have a less-than-significant impact with respect to compliance with the applicable air quality management plans.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

POTENTIALLY SIGNIFICANT IMPACT. SCAQMD has recommended daily emissions thresholds of significance for construction and operation for federal and state non-attainment pollutants. The proposed Project's peak construction emissions are anticipated to occur during tank coating and tank installation. Operation of the Project may increase emissions due to operation of the new tanks and increased use of existing underutilized tanks. Thus, Project construction and operation may potentially exceed SCAQMD thresholds and impacts due to criteria pollutants may be significant. As such, the EIR will include an evaluation of the Project's construction and operational criteria pollutant emissions.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

POTENTIALLY SIGNIFICANT IMPACT. The Project site is located on World Oil Terminals' privately-owned property on Pier C within the Port. The Port is surrounded by a buffer of industrial/commercial areas and natural boundaries between most Port operating areas and nearby sensitive receptors such as the Los Angeles River Channel. For the purposes of the CEQA analysis, sensitive receptors include residences (including senior care facilities), schools,

daycares, and hospitals. The nearest residential receptors (911 W. Chester Place, Long Beach) are located approximately 0.5 mile (800 meters) from the area of the proposed new tanks. The nearest school, Edison Elementary School, is located more than a half-mile (over 880 meters) from the area of the proposed new tanks. The nearest hospital and known daycare facility are located farther than the nearest residences and school. Dignity Health - Saint Mary Medical Center (1050 Linden Ave, Long Beach) is approximately 1.5 miles (2,405 meters) from the project site and Childtime of Long Beach (One World Trade Center #199, Long Beach) is approximately 0.58 mile (1,284 meters) from the project site.

SCAQMD has recommended localized significance thresholds for construction and operation emissions based on modeled maximum Project concentration levels to address potentially significant Project-level criteria pollutant health impacts based on the size of a proposed construction site and the site's distance to receptors (in meters). The proposed Project's construction and operation emissions will be compared to the SCAQMD localized significance thresholds in the EIR. Additionally, SCAQMD has established significance criteria for toxic air contaminants (TACs). The TACs of concern for the proposed Project are diesel particulate matter (DPM) during construction and speciated VOC emissions from the operation of the new petroleum storage tanks. The proposed Project's potential impacts to sensitive receptors are potentially significant and will be assessed against the SCAQMD significance criteria in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. During construction, the short-term increase in air pollutants and odors primarily due to the combustion of diesel fuel from construction equipment and VOC emissions associated with the application of tank interior and exterior coating (i.e., paint) may have the potential for objectionable odors. However, given the quantity of odorous emissions and the distance between Project emission sources and the nearest sensitive residential receptors (i.e., approximately 800 meters), adequate dispersion of these emissions to below objectionable odor levels would be anticipated. Furthermore, the Project site is located within the Port where existing industrial operations at nearby container terminals include freight and goods movement activities (i.e., use of diesel trucks and diesel cargo-handling equipment) which generate similar odors.

While it is anticipated that odors during construction would be less than significant, during proposed Project operation, there would be increases in fugitive VOC and H_2S emissions from the two new tanks; the loading rack, exhaust emissions from the loading rack vapor control thermal oxidizer, and tanker truck trips. The thermal oxidizer exhaust would not have substantial odors; truck emissions odors would be minor and dispersed over a long transportation route. Therefore, these emissions sources would not have the potential to adversely affect a substantial number of people. Fugitive VOC and H_2S emissions associated with crude oil, and the truck loading rack fuel oil would include a mixture of substances with distinct odors; H_2S has a rotten egg odor that most people find offensive. Therefore, the downwind concentration of these substances could be high enough for individuals to find such odors objectionable and adversely affect a substantial number of people. Impacts due to emissions and odors may have a potentially significant impact.

The EIR will further analyze odor impacts to nearby sensitive receptors during operations and compare them with odor screening level risk assessment procedures and thresholds established by the SCAQMD and California Ambient Air Quality Standard for H_2S.

IV. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

LESS-THAN-SIGNIFICANT IMPACT. A site visit was conducted by Aspen Environmental Group on March 3, 2020. Another site visit was conducted by a Port biologist on December 13, 2022. Conditions at the Project site have not changed, and the assessment remains the same as observed in the 2020 survey. A records search of the California Natural Diversity Database was conducted by Aspen Environmental Group on December 19, 2022 (CDFW, 2022). The Project area is covered by gravel or paved with concrete with patches of invasive grasses and herbaceous weeds. The site is surrounded by a heavily industrial area containing multiple commercial and private businesses and other operations facilities. The Project area is bordered by paved roads and is adjacent to Channel 2 of the Cerritos Channel in the Port of Long Beach (MBC and Merkel & Associates, 2016). Construction of the two new oil tanks would occur in the northwestern corner of an existing petroleum bulk station (see Figure 3).

Special-Status Plants

The proposed Project would not directly or indirectly impact plants identified as special-status species by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). All plant species observed during the site visit in March 2020 consisted of non-native grasses and herbaceous weedy species. These included but are not limited to common mallow (*Malva* sp.), brome grasses (*Bromus* spp.), dandelion (*Taraxacum* spp.), and burclover (*Medicago* spp). Where vegetation was present it was most commonly found in shaded gravel-filled areas and along fences. No special-status plant species were identified during the site visit and no suitable habitat is present. Therefore, no impacts would occur to special-status plants.

Special-Status Wildlife

Some of the wildlife detected on or near the site included gulls (*Larus* spp.), rock pigeon (*Columbia livia*), and house sparrow (*Passer domesticus*). Wildlife species known to occur on or near the site include, but are not limited to, mallard duck (*Anas platyrhynchos*), barn swallow (*Hirundo rustica*), house finch (*Haemorhous mexicanus*), western gull (*Larus occidentalis*), great blue heron (*Ardea herodias*), and snowy egret (*Egretta thula*) (The Cornell Lab of Ornithology, 2020). Additionally, species such as osprey (*Pandion haliaetus*), Cooper's hawk (*Accipiter cooperii*), and peregrine falcon (*Falco peregrinus*) have been observed flying over the site (Dougherty, 2020) but are not expected to nest at the site. No special-status wildlife was observed on-site during the site visit in March 2020 and is not expected to occur due to the lack of suitable habitat. Therefore, impacts to wildlife would be less than significant.

The nearest designated nesting site for a special-status species is located on a portion of Pier 400 in the Port of Los Angeles for the endangered California least tern (*Sternula antillarum browni*) (MBC and Merkel & Associates, 2016). The nesting site is approximately 4.4 miles southwest of the Project area.

The federal Migratory Bird Treaty Act (MBTA) prohibits 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 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. With the exception of a few non-native birds such as the house sparrow (*Passer domesticus*), the take of any birds or active bird nests or young is regulated by these statutes. Due to the highly industrialized nature of the Project site being an active petroleum bulk station and terminal, and not conducive to nesting impacts to nesting birds would be less than significant. Regardless, World Oil is required to follow the regulatory requirements of the MBTA.

The open water areas of the Port provide important nursery and foraging habitat for coastal marine fish and nesting and foraging habitat for many resident and migratory birds. The waterways in and around the Port also provide habitat for marine mammals, which are protected under the Marine Mammal Protection Act (MBC and Merkel & Associates, 2016). The Project area is separated from the water's edge by occupied industrial-use lots and the proposed Project does not include in-water or over-water construction or operations. As described under Section X(a), Hydrology and Water Quality, no water quality impacts would occur during construction or operations that could have potential impacts on adjacent marine systems. Therefore, no impacts to special-status marine species would occur**.**

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

NO IMPACT. The site consists of an industrial-use area and does not contain any riparian habitat or other sensitive natural communities identified in local or regional plans, polices, regulations or by the CDFW or the USFWS (USFWS, 2019a; 2019b). Eelgrass beds (*Zostera marina*), a special aquatic site (vegetated shallows) pursuant to the Clean Water Act and a Habitat Area of Particular Concern (HAPC), a subset of Essential Fish Habitat (EFH), are located in the Inner Harbor/Back Channel, approximately 1 mile from the Project area, and in the Cerritos Channel, approximately 1.5 miles from the Project area (MBC and Merkel & Associates, 2016). Kelp beds (*Laminariales* ssp.), another marine HAPC, are also present within the various harbors and basins at the POLB and Port of Los Angeles. The nearest kelp bed is approximately 2.5 miles south of the Project area in West Basin (MBC and Merkel & Associates, 2016). As such, any potential pollutants from site runoff would not substantially adversely affect these marine HAPCs due to Project distance from these habitats. Any potential pollutants from site runoff during construction would be removed prior to draining into any water system in compliance with the existing facility Storm Water Pollution Prevention Plan (SWPPP) requirements. Operations would occur within the same footprint of the existing site and utilize the existing drainage and treatment system; runoff would not change from existing conditions. Therefore, no impacts to a riparian habitat or other sensitive natural community would occur.

Mitigation Measures: No mitigation is required.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?

NO IMPACT. There are no federally protected wetlands on the Project site as defined by Section 404 of the Clean Water Act. The nearest recognized wetland to the Project site is the Golden Shore Marine Biological Reserve, a 3.07-acre estuarine and marine wetland located approximately one mile southeast of the Project area (USFWS, 2020). The Project area is adjacent to the water, but construction activity would not significantly impact water quality with implementation of proper SWPPP measures (see Section X, Hydrology and Water Quality, for details). Construction and operation of the proposed Project would be confined to the immediate Project area and no in- or over-water construction or operations are proposed. No activities during construction or operation would occur within or near wetlands. The proposed Project would not have a substantial adverse effect on any state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, no impact to state or federally protected wetlands would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The Project area is within a dense, highly developed industrial area and does not overlap with an established migratory wildlife corridor or nursery. The Project site is entirely terrestrial, and implementation would not impact any marine species that may be present (MBC and Merkel & Associates, 2016). Due to the lack of suitable habitat, the proposed Project would

not 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. Therefore, no impact to the movement of any native resident or migratory fish or wildlife species or use of wildlife nursery sites would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The proposed Project involves the construction of two additional tanks in the existing World Oil Terminal facility. Some patches of non-native weedy species would be removed to allow for construction activity to occur. The City of Long Beach Municipal Code (LMBC Section 14.28.060) prohibits the cutting, trimming, pruning, removing, or in any way interfering with the natural growth of any tree planted along City streets or on other City property without having first obtained a permit from the Director of Public Works. No trees would be removed as a result of proposed Project activities. Any non-native vegetation that may be removed is not protected by City ordinances (LBCMC, 2020a). Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.

Mitigation Measures: No mitigation is required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities 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 area in the Port of Long Beach (USWFS, 2019a; 2019b). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 6.5 miles west of the Project area (City of Rancho Palos Verdes, 2018). Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

V. Cultural Resources

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5 [§15064.5 generally defines* historical resource *under CEQA]?

NO IMPACT. The proposed Project would not cause a substantial adverse change or affect a historical resource. The Project site is located in the southern portion of the County of Los Angeles in the Northeast Harbor Planning District (District 2) of Long Beach Harbor (POLB), which is an artificial landform composed of hydraulic and import capping fill measuring 39 feet thick (Albus-Keefe, 2018). A record search and literature information from the South Central Coastal Information Center (SCCIC) on April 1, 2020 did not identify the presence of any eligible or listed historic properties within the Project area (see Appendix A – Confidential). Since there are no significant historical resources located within the Project area, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. No impact to an historical resource would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The proposed Project would not cause substantial adverse change or affect an archaeological resource. As discussed above, the Project area is located within the existing World Oil Terminal, which is an artificial landform composed of hydraulic and imported capping fill (Albus-Keefe, 2018). The record search and literature information obtained from SCCIC did not identify the presence of any significant archaeological resources within the Project area. Since there are no significant archaeological resources located within the Project area and planned ground disturbance is within hydraulic and import fill, the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource. No impact to an archaeological resource would occur.

Mitigation Measures: No mitigation is required.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

NO IMPACT. The proposed Project would not disturb any human remains. The Project area is within an already disturbed context and the soil within the Project area is hydraulic and imported fill. The ground disturbance planned during construction of the proposed Project is planned to be within fill

soils only. Background archival research failed to find any potential for human remains (e.g., the existence of formal cemeteries) in fill soils. Operations of the project does not include any ground disturbing activities. Therefore, the proposed Project would not disturb any human remains and no impact to human remains would occur.

Mitigation Measures: No mitigation is required.

VI. Energy

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

LESS-THAN-SIGNIFICANT IMPACT.

Construction

During construction activities, the proposed Project would consume energy in the form of diesel- and gasoline-fuels for on-road vehicles and off-road equipment. The proposed Project is designed to be constructed as efficiently as possible and would reuse or recycle construction waste to the extent feasible, in accordance with state and City of Long Beach Municipal Code requirements (see Section XIX, Utilities and Service Systems), such as the reuse of excavated soil and concrete waste spoils. Construction impacts related to energy consumption would be less than significant.

Operation

The proposed Project would not increase the number of on-site facility operations and maintenance personnel, would not substantially increase on-site electricity use, and would not increase long-term transportation fuel consumption from the transport of petroleum product by trucks. Trucks used to deliver fuel would be required to comply with the California Air Resources Board Truck and Bus Regulation, which requires nearly all trucks and buses to have 2010 or newer model year engines as a means of reducing emissions and improving fuel efficiency. The proposed Project would also cause a small increase in the maximum daily, but not long-term, use of natural gas used by the loading rack vapor control thermal oxidizer, which is an emissions control device mandated for use by SCAQMD. Operations impacts related to energy consumption would be less than significant.

Therefore, the proposed Project would not include the wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Impacts related to energy consumption would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project does not include renewable energy production, does not restrict renewable energy projects or production, and does not restrict the use of renewable energy.

Construction

The Project does not include energy consumption sources during construction that are directly subject to state or local energy efficiency plans. Indirectly, on-road vehicles used during construction would have to meet the ongoing federal and state fuel efficiency requirements. Construction impacts related to renewable energy and energy efficiency would be less than significant.

Operation

The proposed Project would not increase crude oil trucking or notably increase current on-site energy use. The proposed Project would increase total fuel oil storage capacity and may create a small maximum daily, but not long-term, increase to the leased fuel oil storage load out and truck transport from the facility. The new storage tanks are not subject to State of California Green Building regulations (California Code of Regulations [CCR] Title 24); and the proposed Project does not include the construction of any new structures that would be subject to these regulations. The proposed Project includes construction/installation of a few small new energy consumption sources, namely two new pumps that will be dedicated to the new tanks and associated throughput metering and piping controls electronics. These new energy consumption sources are not subject to state or local regulations, such as the State of California efficiency regulations (CCR Title 20) that apply to consumer appliances, but do not apply to industrial equipment. Indirectly, on-road vehicles used during operation would have to meet the ongoing federal and state fuel efficiency requirements. Operational impacts related to renewable energy and energy efficiency would be less than significant.

Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts related to renewable energy and energy efficiency would be less than significant.

Mitigation Measures: No mitigation is required.

VII. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on geologic units 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?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

*Geology and Soils question (d) reflects the current 2016 California Building Code (CBC), which is based on the International Building Code (2015), effective January 1, 2017. The CBC is updated every three years.
Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

NO IMPACT. Fault rupture is the surface displacement that occurs when movement on a fault within the earth breaks through to the surface. Fault rupture and displacement almost always follows

preexisting faults, which are zones of weakness. The proposed Project 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.

The Project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone, nor do any active faults cross the Project site (CGS, 1999a). The closest Alquist-Priolo zoned faults include the Newport-Inglewood Fault located approximately 3 miles southwest and the Palos Verdes Fault located approximately 4 miles to the northwest (USGS and CGS, 2015). The proposed Project would not include habitable structures and would therefore not result in a change or increase in the seismic hazard to people. No active or potentially active faults cross or are in close proximity to the Project site. Therefore, there is no potential impact from surface fault rupture.

Mitigation Measures: No mitigation is required.

ii) Strong seismic ground shaking?

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project is in a seismically active area of Southern California in close proximity to active faults of the San Andreas Fault System, Newport-Inglewood, and Palos Verdes Fault Zones. The Project site is not located within nor crossed by any active faults and the Newport-Inglewood fault is located approximately 3 miles northeast of the Project site. Strong ground shaking should be expected in the event of a large earthquake on any of the major faults in the region or on the faults near the Project site.

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the Project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the Project area. Earthquakes occurring on faults closest to the Project area would most likely generate the largest ground motion. The California Geological Survey (CGS) Probabilistic Seismic Hazards Ground Motion Interpolator website was used to estimate peak ground accelerations at the Project site for a large regional or local earthquake (CGS, 2020). Peak ground acceleration is the maximum acceleration experienced by a particle on the Earth's surface during the course of an earthquake, and the units of acceleration are most commonly measured in terms of fractions of g, the acceleration due to gravity (980 cm/sec2). The interpolator uses data from the 2008 Probabilistic Seismic Hazard Assessment Maps to interpolate peak ground accelerations with a two percent probability of exceedance in 50 years which corresponds to a return interval of 2,475 years for a maximum considered earthquake. Peak ground accelerations at the proposed Project site is approximately 0.7 g, which corresponds to strong to very strong ground shaking (CGS, 2020).

The proposed Project would incorporate a ground improvement system consisting of Geopiers or the equivalent rammed aggregate piers that would reduce the effects of static and seismic settlement at the Project site (Albus-Keefe, 2018). Additionally, a mat-raft foundation system consisting of a mat supported by caissons/piles for the two tanks would reduce the potential for seismically induced damage to the new tanks from seismic shaking, liquefaction, or lateral spreading (Albus-Keefe, 2018).

Although the site is likely to experience strong to very strong ground shaking within its lifetime, the ground improvement system and mat-raft foundation included in the Project's design for the two new tanks would ensure that impacts from ground shaking would be less than significant.

Mitigation Measures: No mitigation is required.

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 frequency 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 Project area is mapped as being in a liquefaction hazard area on the CGS Seismic Hazard Map (CGS, 1999b). Various layers below a depth of 5 feet are potentially liquefiable (Albus-Keefe, 2018). The implementation of a ground improvement system included in the design of the Project consisting of Geopiers or the equivalent rammed aggregate piers would minimize the effects of liquefaction. Therefore, the impacts from seismic related ground failure, including liquefaction, would be less than significant.

Mitigation Measures: No mitigation is required.

iv) Landslides?

NO IMPACT. The slope stability of an area is influenced by the steepness of the slope, the relative strength of the underlying rock material, and the thickness and cohesion of the overlying artificial fill and alluvium. Alluvium is material carried by running water, such as rivers or streams. The steeper the slope and/or the less strong the rock, the more likely the area is susceptible to landslides. An indication of unstable slopes is the presence of old or recent landslides or debris flows. The proposed Project is adjacent to Channel 2 of the Cerritos Channel to the north. The Project site is located on flat terrain and more than 50 feet from the rock dike slopes of Channel No. 2. Although the site is underlain by varying thickness of artificial fill overlying alluvial sediments that may be susceptible to liquefaction and lateral spreading as discussed above, the rock dike stabilizes the channel slopes and the slope is not subject to landslides. The Project site is not subject to slope stability issues. The CGS seismic hazard mapping indicates that there are no areas of potential earthquake-induced landslides in the POLB (CGS, 1999b). No potential impact from earthquake-induced landslides or landslides triggered by other factors would occur at the Project site.

Mitigation Measures: No mitigation is required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

LESS-THAN-SIGNIFICANT IMPACT. Construction of the proposed Project, including drilling and excavation, could result in erosion at the Project site. Construction vehicles and equipment may degrade and disturb soils, which may subsequently be transported by wind and/or surface water runoff (in response to precipitation), accelerating the erosion processes. It is not anticipated that the proposed Project would result in substantial soil erosion, but temporary and site-specific impacts may occur. The proposed Project would be constructed and operated in compliance with the existing facility's Stormwater Pollution Prevention Plan (SWPPP), which identifies Best Management Practices (BMPs) to reduce or avoid effects associated with erosion. Operations would occur within the same footprint of the existing site. Trucks during operations would continue to utilize paved surfaces and unpaved surfaces surrounding the tanks would be covered with gravel, same as is found currently throughout the tank area. As such, erosion impacts during

operations would be negligible. Therefore, potential impacts related to soil erosion would be less than significant.

Mitigation Measures: No mitigation is required.

c. Would the project be located on geologic units 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. The site is underlain by hydraulic fill as deep as 48 feet below the existing ground surface and is very compressible (Albus-Keefe, 2018). Additional site conditions including shallow groundwater, potential for liquefaction, lateral spreading, and estimates of significant static and seismic settlements, requires structural foundations to mitigate settlement and the effects of liquefaction for the proposed tanks (Albus-Keefe, 2018). To reduce the effects of static and seismic settlement at the Project site, a ground improvement system consisting of Geopiers or the equivalent rammed aggregate piers and a mat-raft foundation system consisting of a mat supported by caissons/piles (Albus-Keefe, 2018) would be implemented for the two tanks. These features of the project design would reduce the potential for seismically induced damage to the proposed Project from seismic shaking, liquefaction, or lateral spreading. Therefore, the impacts related to unstable soil would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The near-surface soils underlying the Project site have a moderate expansion potential based on Unified Soil Classification System visual manual classification (Albus-Keefe, 2018). Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Changes in soil moisture could result from a number of factors, including rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soils are typically very fine grained with a high to very high percentage of clay. Soils with moderate to high shrink-swell potential would be classified as expansive soils.

The design for the proposed Project includes testing for soil expansion subsequent to rough grading and prior to the construction of foundations and other concrete flatwork, placement of compacted sand beneath the proposed tanks, and installation of a deep foundation. The results of soil testing would confirm if the soil meets the specified engineering requirements to correct for expansive soils. If corrective measures are needed, standard engineering practice includes removing the expansive soil and importing non-expansive soil, chemical treatment, or possibly adding lime. Testing and implementation of standard engineering corrective measures would ensure that impacts from potentially expansive soils underlying the Project site would be less than significant.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The Sanitation Districts of Los Angeles County (LACSD) maintains and operates the municipal wastewater collection system in the Project area and would continue to serve the proposed Project. LACSD would continue to provide wastewater services to the Project site upon Project completion. The proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system; therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The proposed Project would not result in potentially significant effects to paleontological resources. The proposed Project is located on Pier C within the POLB and is entirely underlain by artificial fill. Artificial fill has zero paleontological significance due to its young age and disturbed nature (engineered placement). Albus-Keefe & Associates geotechnical update report from 2018 states that alluvial soils underlay the artificial fill and extend below the maximum depths (66.5 feet) encountered in the exploration borings (Albus-Keefe, 2018). Since the ground improvement system would not extend to a depth beyond 50 feet, only artificial fill would be encountered at the Project site during construction (Albus-Keefe, 2018). Therefore, no potential impacts related to paleontological resources or unique geologic features would occur.

Mitigation Measures: No mitigation is required.

VIII. Greenhouse Gas Emissions

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

POTENTIALLY SIGNIFICANT IMPACT. The proposed Project is an industrial stationary source project that requires a permit to construct/permit to operate by SCAQMD. Therefore, the SCAQMD greenhouse gas (GHG) emissions significance threshold for industrial facilities of 10,000 metric tons per year (MT/year) would apply (SCAQMD, 2019).

Construction

The proposed Project would generate GHG emissions during construction from use of off-road equipment (such as cranes, backhoes, and welders) and from on-road construction vehicle trips (such as heavy haul trips for delivery of concrete, and commute trips by construction employees) and electricity use for the two new pumps associated with the new tanks. Project construction GHG emissions will be estimated and evaluated in the EIR for their potential to cause significant impacts.

Operation

Two larger existing tanks currently used by World Oil would be leased by Marathon Petroleum Carson Refinery and/or Marathon Petroleum Terminal assets, Glencore Long Beach Marine Terminal, and/or Glencore Carson Marine Terminal as remote fuel oil product storage. Similar to other leased tanks at the World Oil Terminal, fuel oil is currently transmitted between the World Oil facility and the Marathon and Glencore facilities primarily via existing pipelines. In the atypical event a pipeline is out of service, trucks would be used to transport fuel oil between the World Oil facility and the Marathon and/or Glencore facilities (see Section 1.4.2, Project Operation and Maintenance).

In addition, there would be a minor amount of increased indirect GHG emissions from the electricity used to power the two new pumps associated with the new tanks. Project operation GHG emissions will be estimated and evaluated in the EIR for their potential to cause significant impacts.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

LESS-THAN-SIGNIFICANT IMPACT. A summary of project compliance with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations is provided in Table 6.

Table 6. Applicable GHG Emissions Reduction Strategies	
Strategy	**Compliance with Strategy**
State AB 32 Strategies	
Vehicle Climate Change Standards	These are CARB enforced standards; vehicles that access the Project site are required to comply with the standards and would comply with these strategies.
Limit Idling Time for Commercial Vehicles	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	Not directly applicable to the proposed Project, as construction and operation & maintenance vehicles are not expected or required to immediately utilize biodiesel or other renewable fuels or alternative fuels. The proposed Project will use California fuels that are subject to the Low Carbon Fuel Standard regulations; while these regulations are new and have not yet caused a large penetration of low carbon/renewable fuels the availability and use of low carbon fuels should increase during the life of Project operation. While the current facility, and the proposed Project description, does not include the storage of renewable fuels; such storage is likely in the future as the production and use of renewable fuels increases to comply with State regulations. The proposed Project's increase in the number of available storage tanks can help in the transition from petroleum-based fuels to renewable fuels during the period of time when both fuel types are in high demand.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	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 (see discussion below).
Increase Water Use Efficiency	Not directly applicable to the proposed Project's construction, as the majority of the water used by the Project during construction is required by regulation for fugitive dust control, for concrete production, or for tank hydrotesting during Project construction and commissioning. There would be a small increase in operation water use related to tank clean outs, which occur once every 10 years. These tank clean outs would be completed as efficiently as possible to save costs on wastewater transportation and disposal.
Port of Long Beach and City of Long Beach Strategies	
City of Long Beach, Sustainable City Action Plan (February 2010)	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. As stated in Section III, Air Quality, the proposed Project would be required to comply with all applicable strategies of the CAAP. CAAP compliance will be addressed as requirements in the Project's Harbor Development Permit.

Table 6. Applicable GHG Emissions Reduction Strategies	
Strategy	**Compliance with Strategy**
City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67)	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, which would likely include exported excavated soil waste. World Oil intends to reuse as much of the construction waste as possible, including use in the Geopier and compacted soil foundations. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies.
Port of Long Beach Green Port Policy (2005)	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 through the Harbor Development Permit would ensure conformance with the Green Port Policy.

Source: CARB, 2017.

In summary, the proposed Project would conform to state and local GHG emissions/climate change regulations, policies, and strategies. Therefore, the proposed Project would have less-than-significant Regardless, consistency with applicable plans, policy and regulations aimed at reducing GHG emissions will be evaluated in the EIR for their potential to cause significant impacts.

IX. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

POTENTIALLY SIGNIFICANT IMPACT.

Construction

Construction activities associated with the proposed Project would use hazardous materials such as gasoline, diesel fuel, oil, and lubricants associated with construction equipment and other vehicles. Hazardous materials such as mineral oil, cleaning solvents, paints, adhesives, vehicle fuels, oil, hydraulic fluid, and other vehicle and equipment maintenance fluids would be used and/or stored in construction yards or in the onsite staging area. These hazardous materials would be transported, used, and disposed of in accordance with applicable rules, regulations, and local standard protocols designed to protect the environment, workers, and the public.

Minor spills or releases of hazardous materials could occur due to improper handling and/or storage practices during construction activities. Improperly maintained equipment could leak

fluids during construction and while parked. Spills and leaks of hazardous materials during construction activities could potentially result in soil or groundwater contamination.

The majority of the six-acre site, including the construction and staging areas, are unpaved and covered with sand and gravel, whereas 0.83 acres is paved with asphalt. An accidental release of a potentially harmful or hazardous material onto asphalt or pavement covered roads and surfaces would not directly affect soil or water quality. However, accidental spills or releases of hazardous materials on unpaved surfaces would directly affect soil or water quality. Because the Project site and staging area is completely unpaved, a release of a hazardous material has the potential to infiltrate the soil. Additionally, accidental spills or releases of hazardous materials near the banks of Channel 2, could indirectly adversely affect water quality through runoff during a subsequent storm event, when the spilled material could be washed into the nearby channel. Accidental spills or releases of hazardous materials could also indirectly affect the soil and/or groundwater through leaching. Hazardous material spills that are left on the ground surface for an extended period or that are followed quickly by a storm event could leach through the soil and into the groundwater, thereby resulting in the degradation of groundwater quality. Therefore, hazardous materials impacts during Project construction activity could be potentially significant and will be further evaluated in the EIR.

Operation

Operation of the tanks would involve scheduled cleaning of sludge, requiring the transport, treatment, storage, and disposal of hazardous materials at a disposal facility such as a U.S. Ecology waste facility. Hazardous conditions, such as fire, also have the potential to occur at the Project site during operations. Construction and operation activities associated with the proposed Project could potentially create a significant hazard to the public through the routine transport, use, and disposal of hazardous materials. Therefore, hazardous materials impacts during Project operations would be potentially significant and will be further evaluated in the EIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

POTENTIALLY SIGNIFICANT IMPACT. Spills of hazardous materials could occur due to improper handling and/or storage practices during construction or operation activities and potentially cause soil or groundwater contamination, or contamination of the adjacent Channel 2. As described in Section IX(a), the proposed Project could potentially create a significant hazard to the public or environment through accidental release of hazardous materials. Therefore, hazardous materials impacts during construction and operations could be potentially significant and will be further evaluated in the EIR.

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

NO IMPACT. There are no schools within 0.25-mile of the proposed Project. The proposed Project would not use or handle acutely hazardous materials. The closest school to the Project site is Edison Elementary School, located approximately 0.5-mile east of the proposed Project site and staging area. The second closest school is Cesar Chavez Elementary school, which is located approximately 0.6-mile east of the proposed Project site and staging area. No impact to existing schools due to hazardous emissions or handling of hazardous or acutely hazardous materials, substances or wastes would occur.

Mitigation Measures: No mitigation is required.

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

LESS THAN SIGNIFICANT. Pursuant to Government Code Section 65962.5, the proposed Project is not among the sites listed on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site (Cortese) List (DTSC, 2020). There are two former or active cleanup sites less than 0.14-mile from the Project site. One leaking underground storage tank (LUST) cleanup site is located approximately 0.14-mile northeast of the proposed Project site at the Proctor & Gamble Manufacturing Company (SWRCB, 2020). The LUST cleanup at Proctor & Gamble Manufacturing Company has been completed and the case was closed November 1996 (SWRCB, 2020). A spill was reported in June 1988 at Proctor & Gamble Manufacturing Company, and potential contaminants of concern included gasoline (SWRCB, 2020). One open Regional Water Quality Control Board (RWQCB) cleanup program site, Arco Marine Terminal – T3, is located approximately 0.11-mile southeast of the proposed Project site (SWRCB, 2020). Arco Marine Terminal – T3 includes six above-ground heavy petroleum storage tanks located within containment walls. A groundwater sampling and analysis plan was approved in 1995 by the Los Angeles Regional Water Quality Control Board (LARWQCB) (SWRCB, 2020). The LARWQCB approved a light non-aqueous phase liquid (LNAPL) recovery optimization work plan in 2002 (SWRCB, 2020). This work plan includes site modifications to optimize LNAPL recovery at the site, as well as quarterly monitoring reports (SWRCB, 2020). Implementation of the proposed Project would not interfere with the ongoing cleanup of the Arco Marine Terminal – T3 site. Therefore, impacts related to listed hazardous materials sites would be less than significant.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The Project site is not located within 2 miles of a public airport. The Long Beach Municipal Airport is located over 4 miles northeast of the site at its closest point. Implementation of the proposed Project would not result in an airport-related safety hazard or excessive noise for people residing or working in the Project area (see also Section XIII(c), Noise). No airport-related safety hazard or excessive noise impact would occur.

Mitigation Measures: No mitigation is required.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

NO IMPACT. The proposed Project is contained entirely within the Long Beach Harbor District serviced by the Long Beach Fire Department, the Long Beach Police Department, and the Port Harbor Patrol for fire protection, police protection, and emergency services. Construction and operation of the proposed Project is subject to existing emergency response protocols and evacuation systems adopted by World Oil in their Emergency Response Action Plan. The proposed Project is not expected to substantially affect traffic circulation (see Section XVII, Transportation) or increase demand on existing emergency response services during construction (see Section XV, Public Services). All construction activities would take place outside of main public roadways and thoroughfares and would not result in temporary blockage or closure

of local access routes within the POLB. The proposed Project would not impair or interfere with emergency response or evacuation plans. No impact related to an emergency response or evacuation plan would occur.

Mitigation Measures: No mitigation is required.

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

***NO IMPACT*.** The World Oil Terminal is not located in a wildland fire hazard area. The POLB and Project area are listed as "not burnable" on the U.S. Forest Service Wildfire Hazard Potential website (USFS, 2020). Additionally, according to the California Department of Forestry and Fire Protection (CAL FIRE) map of High Fire Hazard Severity Zones in Local Responsibility Area for the State of California, the proposed Project is not within a High Fire Risk Area (CAL FIRE, 2007). Implementation of the proposed Project would not result in significant risk of loss, injury, or death involving wildland fires. No impact related to wildland fires would occur.

Mitigation Measures: No mitigation is required.

X. Hydrology and Water Quality

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

LESS-THAN-SIGNIFICANT IMPACT. The Clean Water Act (CWA; 33 U.S.C. Section 1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is delegated to, and administered by, California's nine Regional Water Quality Control Boards (RWQCB). In addition, the State Water Resources Control Board (SWRCB) regulates the NPDES stormwater program. The proposed Project is under the jurisdiction of the Los Angeles RWQCB and the SWRCB.

Construction

The proposed Project would disturb less than one acre as part of grading and excavation activities for the foundations of the new tanks, and as such, would not be required to obtain NPDES coverage under the California General Permit for Discharges of Storm Water Associated with Construction Activity. The requirements and Best Management Practices (BMPs) of the existing facility's Stormwater Pollution Prevention Plan (SWPPP) (World Oil Terminals, 2021) would be applied to reduce or avoid effects associated with erosion and other construction-related stormwater impacts.

Construction of the proposed Project would not directly require the use of groundwater but would include excavation activities that may require dewatering due to the presence of shallow groundwater on-site. The geotechnical report prepared by Albus-Keefe states that groundwater was encountered at depths ranging from 5 to 6 feet below the existing ground surface (Albus-Keefe, 2018). Temporary dewatering during construction would generate small volumes of water that would be contained in on-site water tanks and tested for contamination in order to determine the appropriate method of disposal. Groundwater would be disposed of in accordance with applicable regional, State, and federal regulatory requirements. Groundwater would not be discharged to open waters.

The two new tanks would also undergo an NPDES permitted hydrotest to check for leaks and structural integrity. Approximately 50,000 bbl of water sourced from the Long Beach Water Department would be used for the hydrotest. Once conducted, the hydrotest discharge would be tested for any contaminants and then dechlorinated and discharged in accordance with applicable regulations.

Implementation of applicable SWPPP BMPs and compliance with regulations would ensure runoff and discharges during Project construction would not violate any water quality standards and would reduce short-term construction-related impacts to water quality to a less-than-significant level.

Operation

Operation of the terminal would be similar to existing conditions. Water generated during tank dewatering for the new tanks as part of normal tank operations would be initially treated at the on-site wastewater treatment storage tanks and then discharged to the Los Angeles County Sanitation District (LACSD) sanitary sewer system in compliance with the facility's LACSD permit. The proposed Project would remain in compliance with existing water quality standards. Operational activities would not substantially change such that discharged water or waste would degrade groundwater quality. Impacts to water quality during Project operations would be less than significant.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. Temporary dewatering during construction would generate small volumes of effectively brackish groundwater and would not substantially deplete fresh groundwater supplies or interfere with existing groundwater recharge. The Project site is not currently used for groundwater recharge. Additionally, the proposed Project would not affect any fresh groundwater

supplies, drinking water supplies, or aquifers during construction or operation. No impact would occur.

Mitigation Measures: No mitigation is required.

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

(i) result in substantial erosion or siltation on- or off-site?

LESS-THAN-SIGNIFICANT IMPACT.

Construction

Soil disturbance would temporarily occur during Project construction due to excavation for the tank foundations. Disturbed soils may be susceptible to erosion from wind and rain, but construction would occur within the existing containment walls, which would prevent stormwater from transporting loose sediment off site. Additionally, implementation of the existing facility's SWPPP BMPs, such as using perimeter controls, would reduce the potential for sediment and stormwater runoff containing pollutants from entering the harbor. Therefore, the proposed Project would not substantially alter the on-site existing drainage pattern through erosion or siltation. Impacts to site drainage during construction would be less than significant.

Operation

The operation of the proposed Project would not have the potential to result in substantial erosion or on-site or off-site siltation. Upon completion of construction activities, the terminal would continue to operate similar to existing conditions. The proposed tank construction and installation would not substantially alter the existing topography or drainage patterns on-site. The ground surface where the new tanks are to be installed would remain covered in pervious gravel after construction of the tanks to prevent pooling and flooding of water. Therefore, impacts to site drainage during operation would be less than significant.

Mitigation Measures: No mitigation is required.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project would not substantially alter the existing topography or drainage patterns on- or off-site. The storage tank area, which encompasses the majority of the Project site, is generally flat and would remain unpaved and covered with gravel that is underlain by riprap and manmade fill. Stormwater would continue to infiltrate the unpaved area and flooding would not occur due to the pervious nature of the gravel. The proposed Project would not alter the site in a way that would substantially increase the amount of surface runoff that could result in flooding on- or off-site. Impacts related to surface water runoff during construction and operation would be less than significant.

Mitigation Measures: No mitigation is required.

Mitigation Measures: No mitigation is required.

(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?

LESS-THAN-SIGNIFICANT IMPACT. As discussed in Section X(c)(i) and X(c)(ii), proposed construction and operation would not substantially alter the drainage pattern of the Project site. The pervious gravel surface of the Project site would remain after completion of construction activities and would prevent flooding. The on-site drainage patterns would remain similar to existing conditions, and impacts related to stormwater drainage during construction and operation would be less than significant.

Mitigation Measures: No mitigation is required.

(iv) impede or redirect flood flows?

LESS-THAN-SIGNIFICANT IMPACT. According to the Federal Emergency Management Flood Insurance Rate Maps for the Project area, the entire Project site is located within Special Flood Hazard Area Zone AE, which presents a one percent annual chance of flooding (i.e., 100-year flood zone) (FEMA, 2008). The tank storage area is surrounded by a containment wall that varies between approximately 12.5 to 13 feet in height. The wall thickness tapers from approximately 1.5 feet wide at the base to 1 foot wide at the top. The wall includes a 12- to 12.5-foot-wide footing that is buried to a depth that runs from 1.5 feet below-grade at the outer edges of the wall to a depth of approximately 3 feet towards the center of the facility. The wall and its footing make a large "L" shape that is continuous around the site which prevents the wall from falling over in the event of a spill. The tank storage area containment walls are designed to withstand a 100-year storm event. The two proposed tanks would be installed within these containment walls, which provide the same level of protection against floods as they do under existing conditions.

The Project site does not have a flood control system in place; however, air driven pumps may be used to divert water out of the area within the containment wall during a flood event as would be done under existing conditions. The proposed Project would not alter the existing drainage pattern on-site and flood flows would not be impeded or redirected because the tanks would be installed within the existing containment walls. As such, impacts regarding flood flows during construction and operation would be less than significant.

Mitigation Measures: No mitigation is required.

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

POTENTIALLY SIGNIFICANT IMPACT.

Flood Hazard

The Project site is located within the 100-year flood hazard zone. The proposed tanks would be constructed and installed within existing containment walls at the site, which are designed to withstand a 100-year storm event. However, anticipated future rise in sea-levels may exacerbate the potential for flooding impacts resulting in a potentially significant impact. Therefore, the potential for flooding impacts will be evaluated further in the EIR.

Tsunamis

A tsunami is a large wave produced by an undersea disturbance such as an earthquake or landslide. The Project site is adjacent to Channel 2 of the Cerritos Channel to the north. According to the California Geological Survey's *Tsunami Inundation Map for Emergency Planning, Long Beach Quadrangle*, the Project site is located within a tsunami inundation area (CGS, 2009) vulnerable to tsunamis generated off the coast of California. The proposed Project could have potentially significant impacts associated with the risk of inundation from a tsunami. Therefore, the potential for the risk of pollutants to be released in the event of inundation due to a tsunami will be evaluated further in the EIR.

Seiches

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. The Project site is adjacent to Channel 2, which is semi-enclosed to the east. As discussed previously, the proposed tanks would be constructed within protective 12.5- to 13-foot-high containment wall. During a seiche event, the containment wall would provide the same level of protection to the new tanks as they do for the existing tanks. Project construction would not increase the risk of a release of pollutants due to project inundation from a seiche. Therefore, impacts related to seiches would be less than significant.

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's 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 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).

The proposed Project would construct and install two new storage tanks. No new land uses are proposed that would involve increased demand for groundwater supplies. Project construction and operation would comply with the facility's existing SWPPP BMPs and would not conflict with or obstruct implementation of the Los Angeles RWQCB's Basin Plan or Water Replenishment District of Southern California's Groundwater Basins Master Plan. Impacts related to water quality control or groundwater management planning during construction and operation would be less than significant.

Mitigation Measures: No mitigation is required.

XI. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project physically divide an established community?

NO IMPACT. The Project site is located in POLB's Northeast Harbor Planning District (District 2) in a predominantly industrial area designated as a Regional-Serving Facility (POLB, 1990). The Project area is bounded by the Long Beach Harbor Channel 2 and Pier B to the north, the Matson Auto and Oversized Cargo Yard and Long Beach Freeway (I-710) to the east, Pier C Street and Tesoro Marine Terminal 3 Facility to the south, and SSA/Matson Container Yard to the west. Other industrial and commercial uses exist in the vicinity. The proposed construction and operation activities would occur within the existing terminal and would not interfere with surrounding uses. The operation of all surrounding land and water-based uses would not be affected by the Project. There are no residential areas, uses, or communities within the Project site or in the POLB; therefore, the proposed Project would not physically divide any established community. No impact related to physical division of an established community would occur as a result of the proposed Project.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The Port Master Plan further identifies land uses specific to the POLB. The Port Master Plan is also a requirement of the California Coastal Act (CCA), to which POLB is subject (Chapter 8, Section 30711(a)). The Project site is located within District 2 and zoned "MP – Port Manufacturing." Permitted uses within District 2 and MP zones include primary port facilities, port-related uses, hazardous cargo facilities, ancillary port facilities, oil production, and navigation (POLB, 1990). The proposed Project would not conflict with the site's Port Master Plan zoning. Two new storage tanks, which would provide additional storage of crude oil for transport and refining, would be added to an existing site that contains existing tanks with similar uses. Operation of the proposed storage tanks would be a permitted use according to the Port Master Plan. Furthermore, the proposed Project would improve the efficiency of terminal operations by providing adequate crude storage capacity for World Oil's paving/roofing asphalt refinery in South Gate while freeing up two larger, currently underutilized, storage tanks for lease to third-party vendors. As such, the proposed Project would be consistent with the applicable land use and zoning and would be consistent with one of the POLB's goals of maximizing the efficiency of POLB activities.

The Project site is located within the Coastal Zone, which requires compliance with the California Coastal Act (CCA) as administered by the California Coastal Commission (CCC). The CCC certified the Port Master Plan, as amended in 1990, which ensures that activities guided by the Port Master Plan would also be consistent with the policies of the CCA. As such, the proposed Project would not conflict with the CCA, as the new tanks are consistent with the existing World Oil Terminal and future operation would remain similar to current operations.

The Long Beach General Plan designates the PlaceType of the Project site and its surrounding areas as RSF, Regional Serving Facility (City of Long Beach, 2019). The Long Beach General Plan Land Use Element defines the Regional Serving Facility PlaceType as a flexible zoning type that includes "facilities, businesses, and operations that not only serve the City of Long Beach, but also the region and parts of the nation." According to Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix in the City of Long Beach General Plan Land Use Element, this PlaceType is consistent with Light, Medium, General, and Port-related Industrial Zoning Districts (City of Long Beach, 2019). The proposed Project is considered to be a Regional Serving Facility because operations would support regional and national transport and energy needs through distribution of petroleum products. No amendment to the General Plan would be required as part of the proposed Project; thus, the Project would be consistent with the General Plan PlaceType zoning designation and no conflict would occur.

The City of Long Beach Zoning and Land Use Map shows the Project site located within the IP, Port-Related Industrial District zone (City of Long Beach, 2020a). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Uses in this district are primarily port-related or water dependent but may include water-oriented commercial and recreational facilities (City of Long Beach, 1995). The Project and the existing operations at the World Oil Terminals are not water dependent, therefore are consistent with the industrial nature of surrounding activities in the same land use designation.

The proposed Project would comply with all existing land use plans, policies, and regulations and would not cause any significant impact on the environment due to any conflicts with such plans and regulations. No impact would occur.

Mitigation Measures: No mitigation is required.

XII. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

NO IMPACT. The Project site is located in a highly urbanized and industrial area and is surrounded predominantly by industrial land uses. According to the California Geological Survey *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations* map, the Project site is not within a Mineral Resource Zone where geologic data indicate the presence of significant mineral resources (CGS, 2010). Additionally, the existing Project site is not utilized for mineral resource extraction. 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.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. According to the California Department of Conservation Geologic Energy Management Division Well Finder map, the Project site is within the Wilmington Oil Field and contains several oil wells. However, all oil wells on the Project site are plugged and inactive (DOC, 2020). The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any oil wells within the Project area. As such, the proposed Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. No impact on the availability of a locally important mineral resources would occur.

Mitigation Measures: No mitigation is required.

XIII. Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project would be located inside World Oil's existing petroleum bulk station and terminal on Pier C within POLB Planning District 2 (Northeast Harbor). This is an industrial area bounded by Cerritos Channel and Pier B to the north, the Long Beach Freeway (I-710) to the east, the Tesoro Marine Terminal 3 Facility and Inner Harbor Channel to the south, and SSA/Matson Container Terminal to the west. It is not located directly adjacent to noise-sensitive receptors, such as residential areas or schools.

Existing noise sources in the Project area include traffic along the I-710, Pier C Street, Pico Avenue, and Pier B Street, as well as noise associated with POLB operations, including container loading and operations at the adjacent SSA/Matson Container Terminal. The closest sensitive noise receptors to the Project site include two schools, Edison Elementary School (just over 0.5 mile or approximately 2,890 feet east of the Project site/staging area) and Cesar Chavez Elementary School (approximately 0.6 mile or 3,250 feet east of the Project site/staging area), and the closest resident is identified on Chester Place (approximately 0.5 mile or 2,610 feet east of Project site/staging area).

Long Beach Municipal Code (LBMC) Title 8 (Health and Safety), Section 8.80 (Noise) prescribes exterior noise level limits by land use district, as shown in Table 7. The noise limits specified in Table 7 apply to noise sources that persist for a cumulative total of more than 30 minutes in any hour. The noise level limit is to be applied at the property line of the receiving property. The proposed Project would be located in Land Use District Four; the sensitive receptors are located in Land Use District One. In the event that the noise source contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, Chapter 8.80.160 of the LBMC requires that the exterior noise limits presented in Table 7 be reduced (made more stringent) by 5 dB. This 5-dB penalty for tonal/impulsive noise would apply to many construction activities, such as vibratory hammering.

Table 7. Long Beach Municipal Code Exterior Noise Limits

Receiving Land Use District	Time Period	Noise Level (dBA) [1, 2]
District One – Predominately residential with other land use types also present	10:00 pm – 7:00 am	45
	7:00 am – 10:00 pm	50
District Two – Predominately commercial with other land use types also present	10:00 pm – 7:00 am	55
	7:00 am – 10:00 pm	60
District Three – Predominately industrial with other land use types also present	Anytime	65
District Four – Predominately industrial with other land use types also present	Anytime	70
District Five – Airport, freeways, and waterways regulated by other agencies	Regulated by other agencies and laws	

Source: LBMC, 2020b – Chapter 8.80.160 – Exterior noise limits, Table A.
1 – Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
2 – In the event that alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the standard limits set forth shall be reduced by 5 decibels.

Section 8.80.150 (Exterior noise limits – Sound levels by receiving land use district), Part B, further states that the following limits shall not be exceeded:

1) The noise standard for the various land use districts identified in Table 7 for a cumulative period of more than 30 minutes in any hour; or

2) The noise standard plus 5 dB for a cumulative period of more than 15 minutes in any hour; or

3) The noise standard plus 10 dB for a cumulative period of more than 5 minutes in any hour; or

4) The noise standard plus 15 dB for a cumulative period of more than 1 minute in any hour; or

5) The noise standard plus 20 dB or the maximum measured ambient, for any period of time.

In addition, the City's noise ordinance states that in receptor locations where the existing ambient noise level exceeds the permissible noise limit within any of the first four noise limit categories (above), the LBMC allows the noise exposure standard to be increased in 5 dB increments as necessary to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level shall be increased to reflect the maximum ambient noise level.

Construction

Noise associated with the proposed Project would occur during construction, which is estimated to last approximately 10 months. Equipment utilized during construction would vary by construction phase as shown in Table 2. As shown in Table 8, typical maximum noise levels (Lmax) generated by the types of construction equipment expected to be utilized range from approximately 73 to 90 dBA (e.g., generator, vibratory pile driver) at a distance of 50 feet. These represent actual measured instantaneous maximum noise levels.

Table 8. Noise Levels and Use Factors for Construction Equipment

Equipment List	Equivalent Federal Highway Administration Classification	Acoustical Use Factor (Percent)	Measured Lmax (at 50 feet)
Air Compressor	Compressor (air)	40	78
Bobcat	Backhoe	40	78
Concrete	Concrete Mixer Truck	40	79
Crane	Crane	16	81
Dump Truck	Dump Truck	50	80
Excavator	Excavator	40	81
Flat Bed Truck, Dump Truck	Flat Bed Truck	40	84[1]
Generator	Generator (<25 KVA)	50	73
Skip Loader	Front End Loader	40	79
Man-Lift	Man Lift	20	75
Pile Driver [2]	Mounted Impact Hammer (hoe ram)	20	90
Pick-up Truck	Pick-up Truck	40	75

Source: FWHA, 2006.
1 – Due to the limited number of actual data samples, the Spec. 721.560 Lmax at 50 feet is used.
2 – Piles to be vibro piles or rammed aggregate piers (RAPs), which would utilize a down-hole vibrator suspended from a crane or specialty rig, or may involve a hydraulic break hammer and rammer, or mounted impact hammer (hoe ram). The latter is assumed for this analysis.

The construction site is limited by the existing containment wall, tanks, and pipes, such that no more than two to three pieces of equipment would be in operation at any given time. Assuming worst-case operation of a pile driver (mounted impact hammer/hoe ram), crane, and bobcat during the foundation installation phase, maximum noise levels at the nearest sensitive receptor (residence) would be approximately 40 dBA taking into account distance, location, and intervene structures (see Appendix B). This residence is located within District 1, where the exterior noise limit during daytime is 50 dBA (see Table 7). However, ambient noise measured at this location ranged from 47 dBA (minimum) to 64 dBA (maximum) with an average of 53 dBA Leq (Aspen Environmental Group, 2020). Per LBMC Chapter 8.80.160, the exterior noise limit threshold would thereby increase to 55 dBA but would then be reduced to 50 dBA due to tonal/impulsive noise associated with pile driving (per LBMC Chapter 8.80.160). As such, construction activities would not result in temporary increases in ambient noise levels in excess of the established LBMC exterior noise limits at the closest residence. Construction noise levels at the elementary schools (Edison and Cesar Chavez) would be lower than the estimated 40 dBA as they are located farther from the Project site. As such, temporary construction noise levels at the schools would also be below the District 1 exterior noise limit threshold of 45 dBA (This is conservative since the limit would also increase due to higher ambient noise levels). Therefore, temporary noise levels from construction of the proposed Project would not result in a substantial increase in ambient noise levels in excess of established standards. Construction impacts related to temporary increases in ambient noise levels in the vicinity of the project would be less than significant.

Operation

Operational activities associated with the proposed Project would be similar to existing operations. The new smaller tanks would provide the adequate crude oil capacity needs for World Oil by replacing two larger currently underutilized storage tanks that provide crude oil storage to World

Oil's paving/roofing asphalt refinery in South Gate. The two larger existing tanks would then be removed from World Oil's dedicated refinery service and made available to lease by third-party customers for storage of marine fuels and marine fuel blending components, as is currently done for several of the existing tanks at the facility. It is estimated that use of the truck loading rack would increase approximately 10 percent, which equates to approximately three additional trucks entering and leaving the facility per day. Though this would only occur during atypical operations such as when a pipeline is being serviced. This limited increase in operational truck traffic would not increase ambient noise levels. No impact related to temporary or permanent increase in ambient noise levels in the vicinity of the project would occur during operation.

Mitigation Measures: No mitigation is required.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

LESS-THAN-SIGNIFICANT IMPACT. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal and is most frequently used to describe vibration impacts to buildings. The PPV velocity is normally described in inches per second (in/sec). California Department of Transportation (Caltrans) guidance states that for continuous/ frequent vibration sources the vibration damage potential threshold is 0.1 in/sec PPV for fragile buildings, 0.25 in/sec PPV for historic and some old buildings, 0.3 in/sec PPV for older residential structures, and 0.5 in/sec for new residential structures and modern industrial/commercial buildings (Caltrans, 2013 – Table 19). Human response/annoyance potential is barely perceptible at 0.01 in/sec PPV, distinctly perceptible at 0.04 in/sec PPV, strongly perceptible at 0.10 in/sec PPV, and severe at 0.4 in/sec PPV (Caltrans, 2013 – Table 20). Equipment used during construction activities would include trucks, cranes, an excavator, skip loader, bobcat, pile driver (e.g., vibro pier or RAPs utilize a down-hole vibrator suspended from a crane or mounted impact hammer/hoe ram), manlift, air compressor, and generator.

Operation of large trucks, specifically flatbed truck and dump trucks, could cause ground-borne vibration associated with general operation but also due to travel on cracked/potholes or faulting roadway surfaces (Caltrans, 2013). Truck traveling over pavement discontinuities often rattle and make noise, which tend to make the event more noticeable when the ground vibration generated may only be barely noticeable. Vehicles traveling on a smooth roadway are rarely, if ever, the source of perceptible ground vibration (Caltrans, 2013). Paved roads in the Project area are maintained and relatively smooth, such that ground-borne vibration is not anticipated to occur from the use of haul or material delivery trucks or trucks during operations.

Loaded trucks would result in vibration levels of 0.076 in/sec PPV at 25 feet (FTA, 2018 – Table 7-4). A down-hole vibrator, mounted impact hammer (hoe ram), or equivalent (referred to as "pile driver" in the equipment list) would be used during construction of vibro piers and RAPs. Operation of a hoe ram would typically result in vibration levels of 0.089 in/sec PPV at 25 feet, or a sonic pile driver would result in vibration levels of 0.17 in/sec PPV at 25 feet (FTA, 2018 – Table 7-4). These vibration levels would attenuate rapidly (i.e., 200 feet or less) from the source and would not be perceptible outside of the construction areas and immediately adjacent to the haul routes, which are not located in proximity to vibration-sensitive land uses. However, with the existing World Oil tanks and control building located immediately adjacent to the construction area, these vibrations may result in building damage. As discussed above, the vibration damage potential threshold is 0.3 in/sec PPV for older residential structures (e.g., control building) and 0.5 in/sec for new residential structures and modern industrial/commercial buildings (e.g., existing tanks)

(Caltrans, 2013 – Table 19). Based on the Project's specified equipment, the vibration levels generated (maximum of 0.17 in/sec PPV at 25 feet) would not result in damage to the control building and nearby tanks. No traditional impact pile driving would occur. Vibrations associated with the proposed Project would not reach levels to annoy people outside of the World Oil Terminal. Therefore, impacts from groundborne noise and vibration would be less than significant.

Mitigation Measures: No mitigation is required.

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. The Project site is not located within 2 miles of a public airport or private airstrip. The Long Beach Municipal Airport is located approximately 4 miles to the northeast and the Torrance Municipal Airport is over 14 miles to the northwest. As such, the proposed Project would not expose construction workers or people residing near the project area to excessive noise levels associated with airport operations. No impact related to excessive noise near an airport would occur.

Mitigation Measures: No mitigation is required.

XIV. Population and Housing

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

NO IMPACT. Growth inducement is defined by the State CEQA Guidelines as the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly (e.g., by proposing new homes and/or business) or indirectly (e.g., through extension of roads or other infrastructure). No residential uses, major businesses, offices, or infrastructure expansions would be developed as part of the proposed Project. Therefore, the proposed Project would not induce unplanned direct or indirect population growth in the area and no impact would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The Project site is located within an existing terminal at the POLB. No housing or residential uses occur within the Project site or POLB. Project implementation 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.

Mitigation Measures: No mitigation is required.

XV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

a) Fire protection?

LESS-THAN-SIGNIFICANT IMPACT. The Project site is currently served by the Long Beach Fire Department (LBFD) Fire Station No. 20 located at 331 Pier D Avenue in Long Beach, approximately one mile southwest of the Project site (LBFD, 2020). Construction and operation of the proposed Project would not result in the need for a new fire station or expansion of an existing facility to maintain LBFD's existing level of service. Construction activities would occur on site, and no street closures are anticipated that would potentially impact service ratios, response times, or other fire department performance objectives. Given the presence of flammable materials such as crude oil, diesel, and other petroleum products, the proposed Project would follow existing safety protocols and risk management procedures (e.g., the American Petroleum Institute 653 Standard inspection, daily operator inspections, and annual cathodic protection surveys) and thus would not substantially exacerbate the potential for fire hazards. Further, the terminal would maintain on-site fire lane access during construction and operation. Operations of the terminal would be similar to existing conditions, and thus, would not increase demand for fire services.

As discussed in Section XIV(a), Population and Housing, the proposed Project would not induce population growth in the area or establish any new businesses and, therefore, would not result in a substantial increase in the demand for fire protection services. Impacts related to fire protection facilities from the proposed Project would be less than significant.

Mitigation Measures: No mitigation is required.

b) Police Protection?

NO IMPACT. The Long Beach Police Department provides police services to the Project site. The closest police station is the West Patrol Division located at 1835 West Santa Fe Avenue, approximately 1.3 miles north of the site (LBPD, 2020). Other agencies responsible for security at the POLB include the U.S. Coast Guard, Customs and Border Protection, and Homeland Security.

The proposed Project would add two new crude oil storage tanks to improve the efficiency of terminal operations by providing the adequate storage capacity for World Oil and allow World Oil to lease existing larger tanks to third-party vendors. After implementation of the proposed Project, operations would remain similar such that there would be no increase in the number of permanent staff. As discussed in Section XIV(a), Population and Housing, the Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for police protection services. Construction activities and staging would occur on-site, and no street closures are anticipated that may potentially affect service ratios, response times, or other police department performance objectives. Therefore, the proposed Project would not require new or expanded police facilities that would cause significant environmental impacts. No impacts related to police services would occur.

Mitigation Measures: No mitigation is required.

c) Schools?

NO IMPACT. The Long Beach Unified School District (LBUSD) serves over 72,000 students from preschool to high school in 85 public schools located in the cities of Long Beach, Lakewood, Signal Hill, and Avalon on Catalina Island (LBUSD, 2020). The proposed Project does not propose any residential development that may introduce new permanent student residents in the LBUSD. Throughout the two construction phases, approximately eight workers per day would be present for approximately 10 months. It is anticipated that this nominal amount of construction workers would come from the local labor force. Normal operation of the existing storage tanks in addition to the new tanks would not require an increase in permanent staff and therefore would not introduce new families with school-aged children into the LBUSD. Construction and operation of the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. No impacts related to existing or planned schools would occur.

Mitigation Measures: No mitigation is required.

d) Parks?

NO IMPACT. Construction and operation of the proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks of recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. As discussed in Section XV(c), approximately eight workers per day would be on-site for approximately 10 months during construction. This nominal amount would occur temporarily, and it is anticipated that these workers would come from the local labor force. Normal operation of the existing storage tanks in addition to the new tanks would not require an increase in permanent staff and therefore would not introduce new permanent residents to the City of Long Beach. Therefore, the proposed Project

would not require the construction of new or expanded park facilities. No impact related to existing or planned parks in the region would occur.

Mitigation Measures: No mitigation is required.

e) Other Public Facilities?

NO IMPACT. Construction and operations of the proposed Project would not generate additional permanent residents. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities (e.g., hospitals, libraries, and post offices), the construction of which would cause significant environmental impacts. No impact related to other government services or public facilities would occur.

Mitigation Measures: No mitigation is required.

XVI. Recreation

RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

NO IMPACT. The nearest recreational facility to the proposed Project is Cesar E. Chavez Park (401 Golden Avenue), located approximately 2,700 feet east across the Los Angeles River. The proposed Project would not substantially induce population growth in the area, and therefore, would not cause an increase in the use of existing parks or recreational facilities. Approximately eight workers would work on-site during construction, which is expected to occur over a 10-month period. This minimal quantity of workers would likely come from the local labor force and no additional employees would be hired for Project operations that could potentially introduce permanent residents to the City of Long Beach. Therefore, construction and operation of 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.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The proposed Project would not include construction of recreational facilities. Furthermore, the proposed Project is not expected to induce substantial population growth that would result in increased demand for or use of existing recreational facilities. Construction workers would likely come from the local labor force and no additional employees would be hired for Project operation. No increase in permanent residents would occur; therefore, construction or expansion of recreational facilities would not be needed. Therefore, no impact on recreational facilities would occur.

Mitigation Measures: No mitigation is required.

XVII. Transportation

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

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

LESS-THAN-SIGNIFICANT IMPACT.

Construction

The proposed Project would result in temporary passenger vehicle (automobile) and haul truck trips during construction. Construction worker passenger vehicle (automobile) trips would occur in the morning and early evening hours. Truck trips associated with materials and equipment deliveries to the Project site would likely be distributed throughout the workday, with more frequent trips in the early stages of construction when the site is prepared, foundations are poured, and the tank components are delivered. Given the temporary period of construction (approximately 10 months), trips would occur during a limited time along roadways accessing the Project site. Temporary construction trips are assumed to come from the local area or from the greater Los Angeles County area. While construction-related trips would utilize regional freeways (likely converging onto the I-710 freeway) to access Ocean Boulevard/Pico Avenue and the site, these temporary trips would not be in numbers that could substantially diminish the performance of the circulation system. As shown in Table 1, construction would generate a maximum of 32 worker one-way commute trips during the overlap between construction Phases 1 and 2, with material and equipment deliveries spread throughout the day. Therefore, worst-case temporary peak hour trips (between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.) would be 32. These peak hour trips would result from construction worker commutes to and from the Project site. Please note, these represent peak daily trips during construction. Average daily trips during construction would be less. All construction-related trips would only occur temporarily during construction. While these trips would occur on regional and local roadways that connect to the Project site, they would be temporary and the Project would not impact any City of Long Beach or Los Angeles County program, plan, ordinance, or policy related to transit, bicycle, or pedestrian facilities in the vicinity of the site or along local roadways (not including programs or plans that pertain to vehicle miles travelled, which is addressed under checklist question XVII(b). There would be a less-than-significant impact to such transportation facilities during construction.

Operation

The baseline maximum truck count at the loading rack is 53 trucks per day (see Table 3). It is estimated that truck trips would increase approximately 10 percent during atypical operations such as when a pipeline is being serviced, resulting in a project increase of up to five truck trips per day (a new maximum of 58 trucks per day at the loading rack). The number of truck trips (approximately one truck per month) associated with crude oil balancing is not anticipated to increase during operations as a result of the proposed Project. An increase of five trips per day would not conflict with any program pertaining to performance of the circulation system. Operation of the Project would result in less-than-significant impacts to transportation facilities.

Mitigation Measures: No mitigation is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

LESS-THAN-SIGNIFICANT IMPACT. CEQA Guidelines Section 15064.3, describes specific considerations for evaluating a project's transportation impacts and states that, generally, vehicle miles traveled (VMT) is the most appropriate measure. 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; heavy-duty truck trips are not included in the transportation analysis per OPR verbal guidance (OPR, 2020; City of Long Beach, 2020b). As such, VMT analysis of heavy-duty truck trips is not considered in the assessment of Port projects' transportation impacts under CEQA. The Caltrans document titled *Vehicle Miles Traveled – Focused Transportation Impact Study Guide* (Caltrans, 2020) indicates that Caltrans does not provide significance criteria for evaluating a project's VMT impacts, but instead indicates that the local lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT impacts. The document does state, however, that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.

Construction

As discussed under Section XVII(a), temporary construction-related trips are assumed to come from the local area or from the greater Los Angeles County area. A worst-case average would assume that each construction worker commute may generate up to 29.4 VMT (based on one-way worker trip length of 14.7 miles on CalEEMod trip distance default for Los Angeles-South Coast County). This VMT is generally consistent with typical employee VMT of 18.5 for the County of Los Angeles (City of Long Beach, 2020b – Figure 3). While construction activities would generate additional automobile and construction-related trips and VMT, these trips would be temporary and only in volumes necessary for the delivery of equipment and materials to the site and hauling away of debris for construction of the proposed Project. Construction-related equipment and material deliveries and haul trips cannot utilize public transportation in efforts to reduce overall VMT of the Project. Additionally, most construction worker trips are also not considered transit-friendly, as many workers are required to bring their own tools and protective equipment, making it essential they utilize personal vehicles. Therefore, while the proposed Project would generate temporary construction trips and VMT, they would be temporary and cease upon completion of construction. Additionally, as shown in Table 1, the proposed Project would generate a maximum of 32 worker commute trips during the overlap between construction Phases 1 and 2. This number of trips is well below the Caltrans threshold of 110 trips per day. Therefore, construction of the proposed Project would result in a less-than-significant VMT impact.

Operation

With respect to permanent "operations" automobile trips, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, projects that generate or attract fewer than 110 permanent trips per day generally may be assumed to cause a less-than-significant transportation impact (Caltrans, 2020; City of Long Beach, 2020b). As discussed in Section 1.4.2, Operations and Maintenance, normal operation of the leased tanks would involve pipeline transfers, such that there would be no increase in required site staffing levels. Therefore, the proposed Project would have no permanent effect on existing VMT of the area (VMT is based on passenger vehicle/commute trips not heavy-duty truck trips per OPR guidance, as described above) during the operational period. For these reasons, the proposed Project is found to not affect existing transit uses or corridors and is recognized to cause a less-than-significant transportation impact with respect to State CEQA Guidelines Section 15064.3(b)(3).

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT.

Construction

All construction disturbance would occur within the existing World Oil Terminal facility. The proposed Project does not require the realignment of existing internal access roads and the main public entrance to World Oil Terminal on Pico Avenue would be unaffected by the proposed Project. The proposed Project does not include the modifications to any public roadways or driveways. During construction, oversized truck trips could be required to deliver large pieces of construction equipment and materials to the site. If needed, any necessary oversized truck trips would obtain all required permits from Caltrans and local jurisdictions. The construction contractor would follow the rules and requirements of such permits, which would ensure no hazards to motorists or others utilizing the public roadway system occur. Impacts related to geometric design features would be less than significant during construction.

Operation

As stated above, the proposed Project does not require the realignment of existing internal access roads and the main public entrance to World Oil Terminal on Pico Avenue would be unaffected by the proposed Project. The proposed Project does not include modifications to any public roadways or driveways. Trucks would continue to enter the site, load or unload, and exit from the same access point located on Pier C Street (one-way in, one-way out), as shown on Figure 3. Impacts related to geometric design features would be less than significant during operation.

Mitigation Measures: No mitigation is required.

d. Would the project result in inadequate emergency access?

LESS-THAN-SIGNIFICANT IMPACT.

Construction

Project construction would not encroach upon or cause any temporary disruptions to public roadways. As discussed under Section XVII(c), in the event any oversized truck trips are

necessary during construction, the construction contractor would follow all rules and requirements of any required permits which typically include assurances for emergency vehicle movements. Impacts to emergency access would be less than significant during construction.

Operation

Project operation would not cause any temporary disruptions to public roadways or emergency access ways. The anticipated increase of 10 percent in truck trips would not cause disruptions to emergency access, as it would not increase the number of trucks at the Project site at a given time. The Project site can accommodate a maximum truck capacity of five trucks at any time due to the limited available area for truck queuing and the required clearance for emergency and fire lane access. This would not change with the proposed Project. As discussed in Section IX(f), Hazards and Hazardous Materials, operation of the proposed Project is subject to existing emergency response protocols and evacuation systems adopted by World Oil in their Emergency Response Action Plan. Because existing emergency access features and procedures would not be altered, emergency access would remain adequate. Impacts would be less than significant during operation.

Mitigation Measures: No mitigation is required.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

NO IMPACT. There would be no potential to discover an unknown tribal cultural resource within the Project site as part of the proposed Project's construction, since the site is previously disturbed and underlain by hydraulic and imported fill (Albus-Keefe, 2018). The record search and literature information obtained from South Central Coastal Information Center did not identify the presence of any eligible or listed historic resources within the Project area (see Appendix A – Confidential). Since there are no significant historical resources located within the Project area, and ground disturbance is planned within hydraulic and imported fills only, the proposed Project would not have an impact on tribal cultural resources.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. The proposed Project is subject to compliance with Assembly Bill (AB) 52 which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires the lead agency to notify any California Native American tribes of the Project who are traditionally or culturally affiliated with the geographic area of the Project. The Native American Heritage Commission (NAHC) was contacted on April 27, 2022 to request a CEQA Tribal Consultation List (tribes who have requested notification) and to perform a search of their Sacred Lands File (SLF) for the presence of tribal cultural resources. The NAHC responded on June 6, 2022 stating that the results of the SLF search came back positive for the presence of Native American sacred lands and to contact the Gabrieleno/Tongva San Gabriel Band of Mission Indians for more information. The NAHC also provided a contact list of 11 Native American individuals or tribal organizations that are traditionally and culturally affiliated with the geographic area. In compliance with AB 52, on July 5, 2022, certified letters were sent to the NAHC-listed Native American contacts requesting information regarding any known Native American cultural resources within or immediately adjacent to the Project area and providing each tribe an opportunity to request consultation with the POLB within 30 days from the date of receipt. No responses were received.

As discussed previously, the proposed Project would not have the potential to encounter an unknown or buried tribal cultural resource because the Project area is previously disturbed and is located on hydraulic and imported fill. Therefore, the proposed Project would not have an impact on such resources.

Mitigation Measures: No mitigation is required.

XIX. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project would not require any new or expanded wastewater treatment, stormwater drainage, electrical power, natural gas, or telecommunications facilities. The proposed Project is located in a developed area that is served by existing utilities. The two new tanks would be connected to the existing site pipe system through the addition of approximately 40 linear feet of piping, and a short electrical conduit connection would link the new tanks to the existing subpanel located just outside the containment wall to the north. These connections would not require expansion or construction of new utility facilities.

Sanitation Districts of Los Angeles County (LACSD) oversees wastewater treatment facilities that serve the City. The LACSD constructs, operates, and maintains facilities to collect, treat, recycle, and dispose of sewage and industrial wastes. Wastewater generated on site would be delivered to either the Joint Water Pollution Control Plant (JWPCP) of LACSD or the Long Beach Water Reclamation Plant for wastewater treatment (LACSD, 2020). The proposed Project is not expected to generate wastewater that exceeds LACSD's wastewater treatment capacity. The proposed Project would result in a slight increase in wastewater production with the addition of eight workers on site during construction activities. Wastewater generated by construction workers is expected to be nominal due to the minimal number of workers present. Approximately

50,000 bbl of water sourced from the Long Beach Water Department (LBWD) would be used to hydrotest the two new tanks. The wastewater produced from the hydrotest would be tested for any contaminants in compliance with the National Pollutant Discharge Elimination System (NPDES) requirements before being discharged into the harbor. As such, the wastewater would not be transported to the LACSD treatment facility and would not exceed its wastewater treatment capacity.

During operations, the two new tanks are anticipated to generate less than 300 gallons of dewatered wastewater per tank per day. The dewatered wastewater would be transferred through existing pipes into the existing three 10,000-gallon wastewater treatment storage tanks and then discharged to the LACSD treatment facility in compliance with World Oil's discharge permit, as is currently done for the existing tanks. No additional staffing is anticipated under the proposed Project, and therefore, the proposed Project would not generate a substantial amount of additional wastewater compared with existing conditions. Impacts to utilities facilities would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project would not generate a substantial increase in demand for water. The proposed Project would not introduce a new land use that could increase demand for water services.

Construction

During construction, a small amount of water may be used during excavation for tank foundations to maintain optimum moisture content of soil layers for compaction. This water use would be temporary and occur over a short duration (approximately three months). Additionally, as discussed in Section XIX(a), approximately 50,000 bbl of water sourced from the LBWD would be used for the NPDES permitted hydrotest. This activity would only occur once during construction to test the tanks for leaks and structural integrity. Impacts to water supplies during construction would be less than significant.

Operation

Upon completion, future Project operation would remain similar to existing operations. Approximately 300 gallons of water per day are currently dewatered from the existing tanks. A smaller amount would be dewatered from the smaller 25,000-bbl tanks per day. As such, the proposed Project would marginally increase the facility's total amount of dewatered wastewater to be piped to the 10,000-gallon wastewater treatment storage tanks and LACSD treatment facility. No additional water is anticipated to be used during operation, as the number of staff is expected to remain the same. The proposed Project would continue to be adequately served by the LBWD's existing water entitlements and facilities. Therefore, the LBWD's ability to serve the proposed Project and reasonably foreseeable future development would not be adversely impacted. Impacts to water supplies during operations would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT.

Construction

Approximately 50,000 bbl of water would be used to hydrotest the two new tanks during construction. The hydrotest wastewater would not be sent to the LACSD treatment facility, and thus, would not reduce the capacity of the treatment facility. Therefore, impacts to available wastewater capacity would be less than significant during project construction.

Operation

During operation, the two new tanks would be regularly dewatered. The dewatered wastewater would be transferred through existing pipes into the existing three 10,000-gallon wastewater treatment storage tanks and then discharged to the LACSD treatment facility in compliance with World Oil's discharge permit, as is currently done for the existing tanks. The proposed Project would not exceed the wastewater treatment capacity of the JWPCP or Long Beach Water Reclamation Plant. Impacts to available wastewater capacity would be less than significant during operation.

Mitigation Measures: No mitigation is required.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

LESS-THAN-SIGNIFICANT IMPACT.

Construction

The proposed Project would temporarily generate waste associated with construction activities. All construction waste and debris such as trash, scrap metal, abrasive blasting material, paint, pallets, concrete, and general construction scrap would be disposed of or recycled according to the California Green Building Standards Code and the City of Long Beach Construction and Demolition Debris Recycling Program (City of Long Beach, 2007).

Operation

Solid waste generated during Project operation is expected to be approximately the same as that of current operations, as operations would remain similar and no increase in staff is anticipated. Approximately every 10 years, the tanks would be cleaned of sludge, repaired, and/or hydrotested. Sludge tank bottom quantities are estimated to be approximately 1,500 bbl every 10 years and are disposed of at permitted treatment, storage, and disposal facilities. The addition of two new storage tanks would slightly increase the total amount of solid waste generated by the facility, but disposal would occur infrequently. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's waste during construction and operation.

Therefore, construction and operation impacts relating to local waste infrastructure and solid waste reduction goals would be less than significant.

Mitigation Measures: No mitigation is required.

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

LESS-THAN-SIGNIFICANT IMPACT. The proposed Project is subject to federal, State, and local regulations and codes relating to solid waste disposal.

Construction

Construction activities of the proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include but are not limited to Assembly Bill (AB) 939, *California Waste Management Act*, 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, 2018); LBMC Chapter 8.6, *Solid Waste, Recycling, and Litter Prevention*; California Health and Safety Code Part 13 Title 42, *Public Health and Welfare*; and U.S. Code Chapter 39, *Solid Waste Disposal*. In addition, waste would be disposed of or recycled according to the California Green Building Standards Code and the City of Long Beach Construction and Demolition Debris Recycling Program (City of Long Beach, 2007).

Operation

Solid waste generated during operational activities is expected to remain similar to existing conditions and would be hauled away by the current waste service provider.

Therefore, construction and operation of 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.

Mitigation Measures: No mitigation is required.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Significance criteria established by CEQA Guidelines, Appendix G.

Discussion

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

NO IMPACT. According to the California Department of Forestry and Fire, the project site and entire City of Long Beach is not located within a High Fire Risk Area (CAL FIRE, 2007). Furthermore, the project site and overall POLB are listed as "not burnable" on the U.S. Forest Service Wildfire Hazard Potential website (USFS, 2020). Therefore, wildfire impacts would not occur.

There are no wildfire response plans applicable to the Project site. No impact regarding emergency response or evacuation would occur.

Mitigation Measures: No mitigation is required.

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

NO IMPACT. Refer to Section XX(a) above. No impacts regarding pollution concentrations from wildfire or uncontrollable spread of wildfire would occur.

Mitigation Measures: No mitigation is required.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

NO IMPACT. Refer to Section XX(a) above. The Project would not require installation or maintenance of infrastructure that may exacerbate fire risk. No impacts related to fire risk would occur.

Mitigation Measures: No mitigation is required.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

NO IMPACT. Refer to Section XX(a). The Project site is located in a "not burnable" area. No impacts to people or structures would occur due to risk from post-fire slope instability or drainage changes.

Mitigation Measures: No mitigation is required.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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.)	☒	☐	☐	☐
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Significance criteria established by CEQA Guidelines, Appendix G.

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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

LESS-THAN-SIGNIFICANT IMPACT. As discussed in Section IV, Biological Resources, the proposed Project would not substantially adversely impact candidate, sensitive, or special-status species. The Project site is completely developed and does not contain suitable habitat for wildlife species. No special-status wildlife or plant species occur within the Project site, and thus, would not be impacted by Project construction or operation activities. Several non-native grasses and herbaceous weedy species, as well as common bird species were observed on-site during the site visit conducted on March 3, 2020. Another site visit was conducted by a Port biologist on December 13, 2022. Conditions at the Project site have not changed, and the assessment remains the same as observed in the 2020 survey. World Oil is required to comply with the federal MBTA, which ensures the protection of any nesting migratory bird on-site during construction. No sensitive riparian habitats or protected wetlands are located within or near the Project site; as such, the proposed Project would not impact sensitive habitat for fish or wildlife. Project construction would be confined to the Project site and would not affect the movement of or restrict the range of any native resident or migratory fish or wildlife species.

Additionally, as discussed in Section V, Cultural Resources, the proposed Project would not impact the significance of a historical or archaeological resource. The Project site is in District 2

of the POLB, which is an artificial landform composed of hydraulic fill. There are no records of any eligible or listed California historic properties or archaeological resources within the Project area. Therefore, the proposed Project would not eliminate any important examples of the major periods of California history or prehistory. Overall, the proposed Project would not substantially degrade the quality of the environment and suitable habitat, adversely impact wildlife and fish species, or eliminate important examples of a major period of California history or prehistory. Impacts would be less than significant.

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

POTENTIALLY SIGNIFICANT IMPACT. The proposed Project involves the construction and operation of two new storage tanks at the existing World Oil Terminal. The proposed Project may have potentially significant impacts that are considered cumulatively considerable (see Section III, Air Quality; Section VIII, Greenhouse Gas Emissions; Section IX, Hazards and Hazardous Materials; and Section X, Hydrology and Water Quality). The EIR will evaluate whether the proposed Project's construction and operation impacts are cumulatively considerable.

c. Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

POTENTIALLY SIGNIFICANT IMPACT. As previously discussed, implementation of the proposed Project may result in potentially significant impacts to Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, and Hydrology and Water Quality, which may cause adverse effects on humans. Therefore, the EIR will evaluate the proposed Project's impacts to these issue areas to identify potential direct and indirect adverse effects to humans.

3. Report Preparation

A consultant team headed by Aspen Environmental Group prepared this document under the direction of the Port of Long Beach. The preparers and technical reviewers of this document are presented below.

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Brigit Harvey, MS, Wildlife Biologist	Biological Resources
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Lauren DeOliveira MS, Cultural Resource Specialist	Cultural Resources, Tribal Cultural Resources
Stephanie Tang, Environmental Scientist	Aesthetics, Agriculture and Forestry Resources, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, Wildfire, Mandatory Findings of Significance

ENGEO – Geotechnical/Hazards Subcontractor

James Thurber, CHG, CEG, PG, Principal	Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality (Groundwater)
Jennifer Knipper, Staff Geologist	Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality (Ground Water)

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Appendix A (Confidential)

Cultural Resources Records Search Report

Appendix B

Noise Calculations

APPENDIX B. World Oil Tank Installation Project Noise Calculations

Project equipment per Application Item 21. Assume maximum of 3 pieces of equipment; worst-case vibro pier installation using mounted impact hammer/hoe ram.

Construction Equipment	Lmax Ref dBA @ 50 ft	Useage Per Hour (%)	Along Levee quantity	Distance to Resident feet	Equip Leq(h) dBA
Foundation Installation					
Pile Driver (vibro pier mounted impact hammer/hoe ram)	90	20	1	2610	48.7
Crane	81	16	1	2610	38.7
Bobcat (backhoe)	78	40	1	2610	39.7

Total Quantity of Equipment:	3
Peak Unmitigated Composite Leq(h):	**49.5**
Line-of-Site/Intervening Structures Reduction (10dB):	**39.5**

Threshold: LBMC District 1 50 dBA daytime - 5 (for tonal)=45 dBA OR increase by 5 dB to encompass ambient - 5 (for tonal)

Assumptions: Containment structure, which breaks the line of site, would provide at least 5 dBA reduction in noise levels from the project site, plus additional 5 dB reduction from topography and intervening structures (tanks).

Source: Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. Final Report, May. [Online]: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed March 2012.