California Environmental Quality Act

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

MARCH 26, 2021

Gateway Center North.
950 E. 33rd St. & 3177 California Ave.

Lead Agency:

City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755
Contact: Colleen Doan
Community Development Director
Office: 562.989.7344
CDoan@cityofsignalhill.org

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SECTION A. ENVIRONMENTAL CHECKLIST FORM

1.	**Project Title:**	Gateway Center North.
2.	**Lead Agency Name and Address:**	City of Signal Hill 2175 Cherry Avenue Signal Hill, CA 90755
3.	**Contact Person and Phone Number:**	Colleen Doan Community Development Director (562) 989-7344 CDoan@cityofsignalhill.org
4.	**Project Location:**	The site is located on the south side of 33rd Street and west side of California Avenue. The site is bound on the south side by I-405 and Atlantic Avenue on the west side. For reference purposes, the site addresses are: 950 E. 33rd Street and 3177 California Avenue. The 33rd Street parcel will be referred to as "Site 1" and the California Avenue parcel will be referred to as "Site 2". A regional location map and a vicinity map are provided in *Figures 1 and 2.*
5.	**Project Sponsor's Name and Address:**	John Clement VenturePoint Development 4685 MacArthur, Suite 375 Newport Beach, CA 92660
6.	**General Plan Designation:**	The entire site is designated Commercial General.
7.	**Zoning:**	Site 1 is zoned Commercial General (CG). Site 2 parcel is zoned Freeway Self-Storage Specific Plan (SP-12)

8. **Description of Project:**

The project is a 13.63-acre site located on the south side of E. 33rd Street between Atlantic and California Avenues in the North End neighborhood. The project site, which consists of 2 parcels of land designated by Los Angeles County Assessor's Parcel Numbers 7148-005-028 and 7148-005-030, contains an existing Target store, surface parking and vacant land. The Project consists of the following components to be built in phases:

- Renovation of the existing Target store with new exterior features but no increase in floor area;
- Construction of a new three-story, 177,345 square-foot self-storage facility on the southern vacant parcel;
- Construction of a new commercial space adjacent to the existing Target and totaling 18,500 square feet (to be built as tenants are secured); and
- Construction of a new 5,000 square-foot drive-thru restaurant (to be built as a tenant is secured).

The Project also includes a variety of site improvements including surface parking for 493 vehicles. Vehicular access would be via two driveways on 33rd Street for Site 1 and one driveway on California Avenue for Site 2.

The proposed self-storage facility leasing office is expected to operate Monday-Friday from 9:30 am-6:00 pm, Saturday from 9:00 am-5:30 pm, and Sunday between 10:00 am-4:00 pm; access to the storage units will be available to customers/tenants Monday-Sunday, between 6:00 am-10:00 pm. Access to the gated yard for employees and tenants will be provided via gate access, Monday-Sunday, between 6:00 am-10:00 pm. The proposed self-storage facility also includes the provision of up to 24 RV covered storage spaces and 11 automobile spaces located within the gated storage yard.

Construction Program and Projected Full Occupancy Year

The improvements to the Target store would be completed during 2021. The Storage facility is expected to be built during 2022. The proposed retail pads would be developed in future years as tenants are identified.

Required City Approvals

The proposed project will require approval of the following discretionary actions by the City of Signal Hill:

- The Official Zoning Map will be amended to rename the existing SP-12 specific plan from Freeway Self-Storage to Gateway Center North, and to remove the existing CG zoning and replace the approximate 13.635 acre area with the new and expanded Gateway Center North (SP-12) zoning designation;
- Chapter 20.32 of the Signal Hill Municipal Code (SHMC) will be repealed and replaced to establish a new Gateway Center Specific Plan (SP-12) to:
    - Establish a list of permitted and conditionally permitted commercial uses, including self-storage;
    - Establish appropriate development standards, including parking and building height.
    - Establish a SPDR review standard for the phased future construction of the commercial pads, including compliance with the approved conceptual and conceptual design elements.
- A Conditional Use Permit is being sought by Target for the sale of alcoholic beverages for off-site consumption. The interior layout shows that 900 sq. ft. will be dedicated for adult beverages.
- The Gateway Center North (SP-12) Specific Plan would conditionally allow self-storage facilities with approval of a CUP. This will ensure maintenance and operational items that tend to be problematic for self-storage facilities will be included as conditions of approval and will be reviewed annually for compliance under the City's annual CUP review.
- As part of the self-storage project, the property owner (SHP) is entering into a Development Agreement (DA) with the City. This Agreement will benefit the City and SHP. The purpose of the DA is to build a public, private partnership (P3) that provides benefit to both parties.

- Site Plan and Design Review would be necessary for each development within the Project.
- The Applicant has proposed a Lot Line Adjustment to create appropriate parcel areas and shapes for the proposed uses.

9. Surrounding Land Uses and Setting:

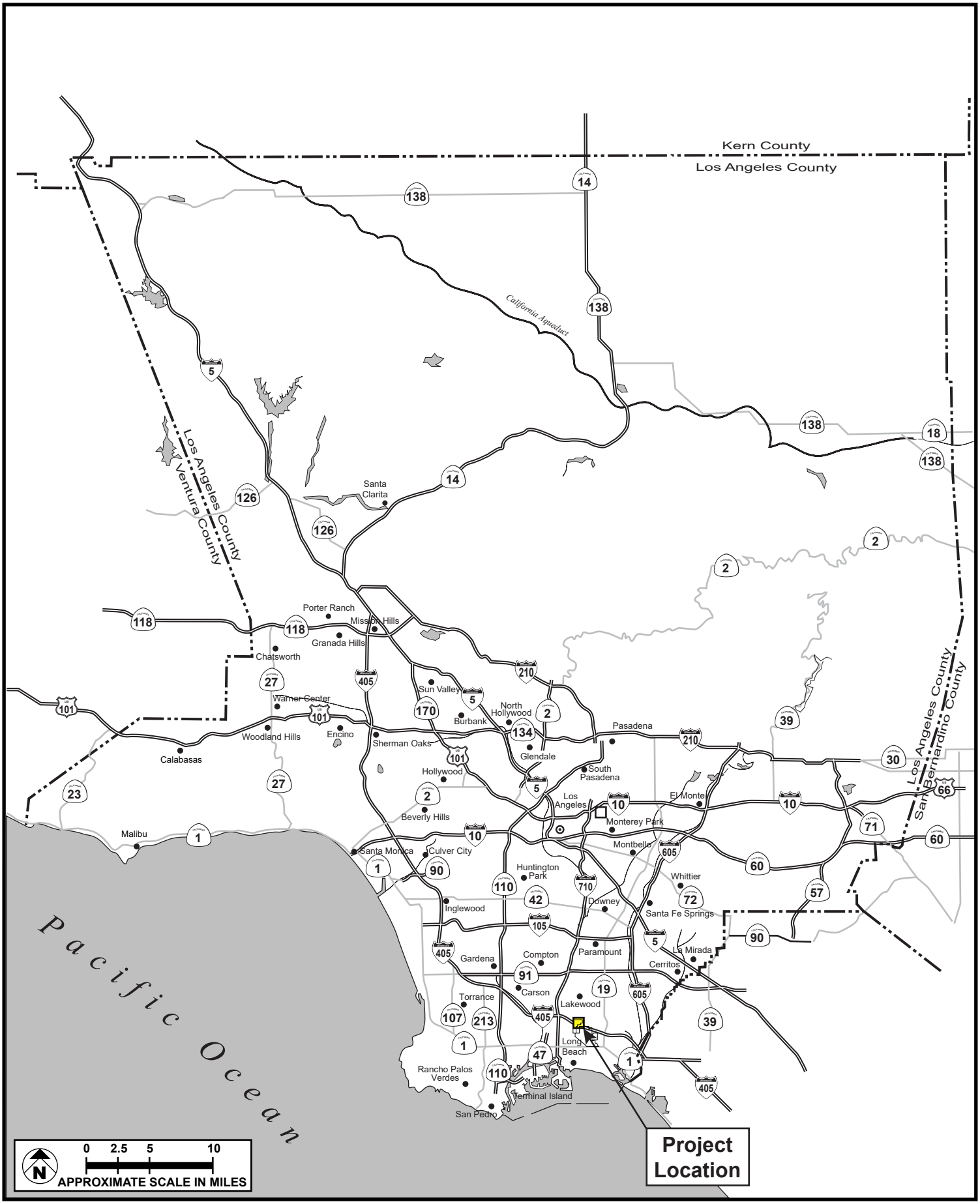
Surrounding land uses include commercial and retail properties to the north, residences to the north and east, the 405 Freeway to the south and Atlantic Avenue to the west.

10. Other Public Agencies Whose Approval is Required:

None

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

The City consulted with the Gabrieleño Band of Mission Indians. Further information concerning the consultation is provided in Section D.XVIII, Tribal Cultural Resources.



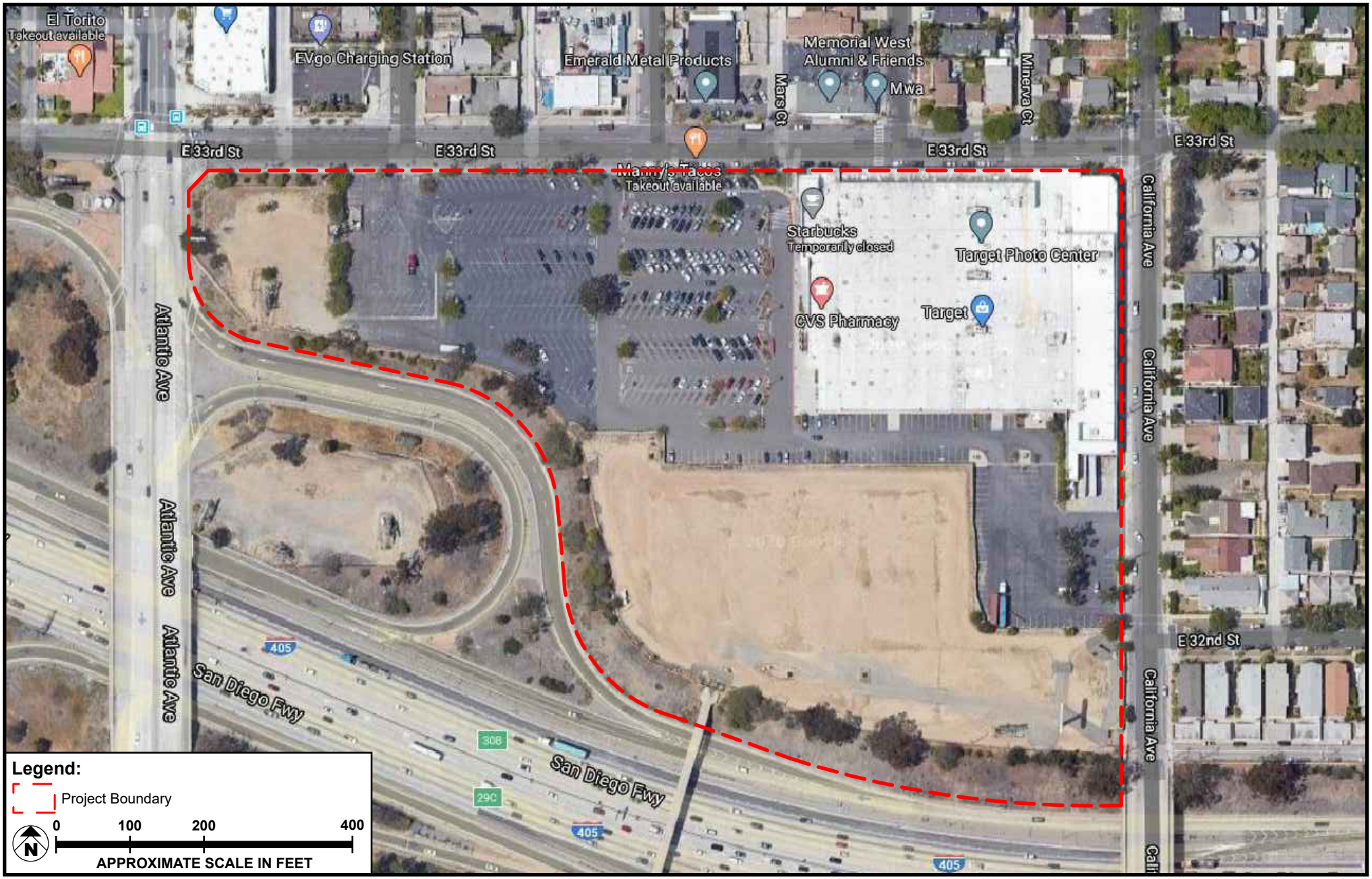
SOURCE: Meridian Consultants, LLC - 2021

FIGURE **1**

Meridian Consultants

Regional Location Map

306-001-20



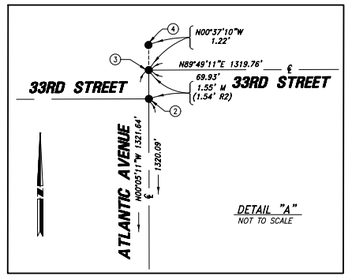
SOURCE: Google Earth - 2021

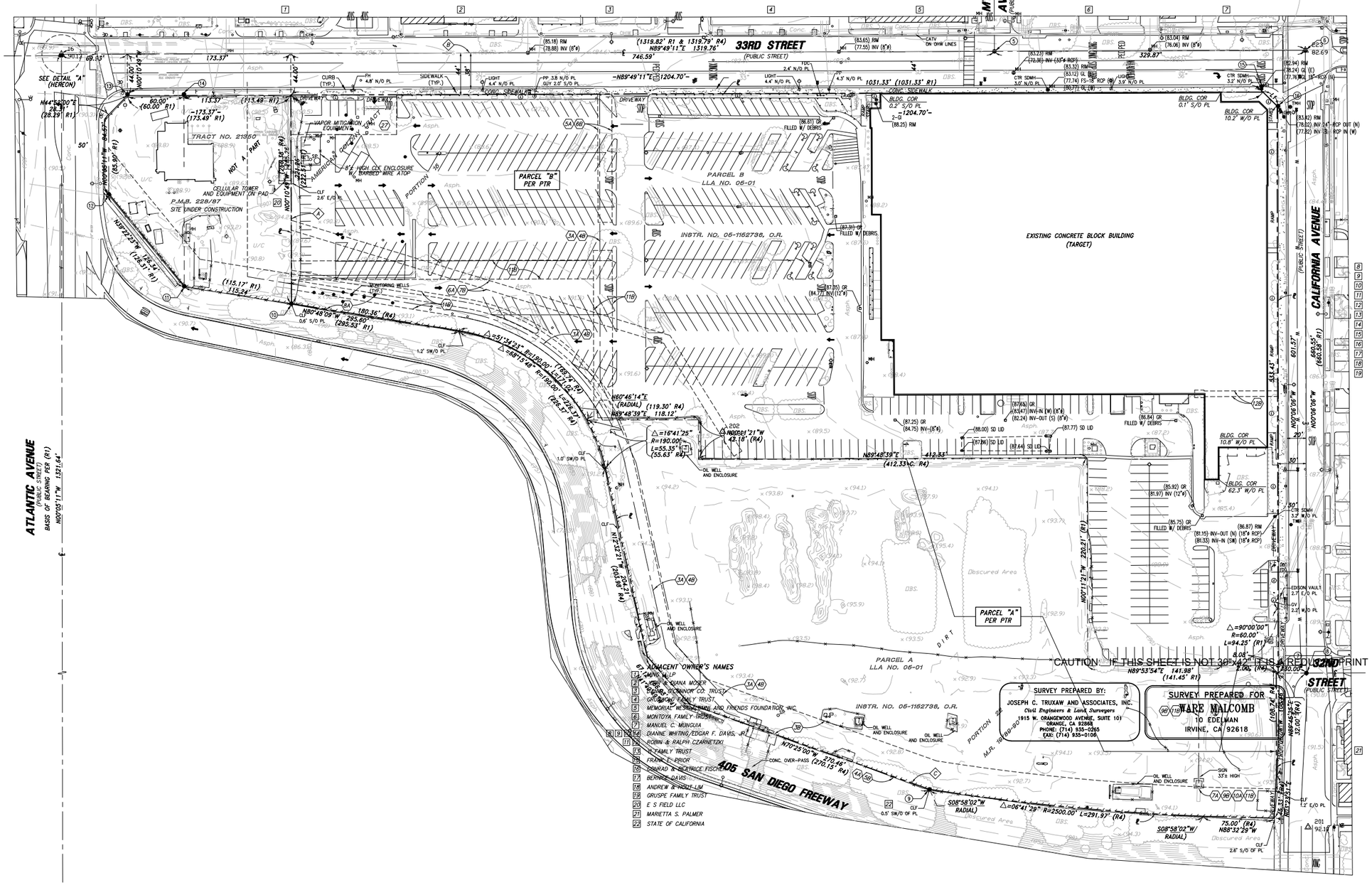
FIGURE **2**

Meridian Consultants

Existing Site Aerial

306-001-20





ADJACENT OWNER'S NAMES

1. SMNG, LLP
2. TOM & DIANA MOSER
3. BAUER, BUCHANOR CO. TRUST
4. GRUBICH FAMILY TRUST
5. MEMORIAL RESURRECTION AND FRIENDS FOUNDATION, INC.
6. MONTOYA FAMILY TRUST
7. MANUEL C. MUNGUIA
8. DIANNE WHITING, EDGAR F. DAVIS, JR.
9. ROBIN & RALPH CZARNETZKI
10. H FAMILY TRUST
11. FRANK F. PRIOR
12. CONRAD & BEATRICE FISCHER
13. BERNICE DAVIS
14. ANDREW & JANET LIM
15. GRUSPE FAMILY TRUST
16. E S FIELD LLC
17. MARIETTA S. PALMER
18. STATE OF CALIFORNIA

MONUMENT NOTES:

1. FOUND BRASS CAP MONUMENT IN WELL PER "C.L.B. 568", DOWN 1.1' PER (R3).
2. FOUND BRASS CAP MONUMENT IN WELL PER "C.L.B. 569", DOWN 1.5'. S01°24'35"W 1.55' FROM WESTERLY CENTERLINE INTERSECTION OF 33rd STREET AND ATLANTIC AVENUE PER (R1).
3. FOUND SPIKE AND WASHER, STAMPED "LS 2996". ACCEPTED AS 33rd STREET EASTERLY CENTERLINE INTERSECTION PER (R2).
4. FOUND NAIL SHAFT. NO REFERENCE.
5. FOUND RAILROAD SPIKE, NO PUNCH PER (R2), DOWN 0.7'. S00°10'49"E 0.04' FROM CENTERLINE INTERSECTION OF MYRTLE AVENUE AND 33rd STREET.
6. FOUND SPIKE, NO TAG, DOWN 0.3'. ACCEPTED AS CENTERLINE INTERSECTION OF 33rd STREET AND CALIFORNIA AVENUE PER (R1) AND (R2). POINT OF BEGINNING FOR PARCELS A AND B.
7. FOUND LEAD, TACK AND TAG, "LS 2988", FLUSH. S26°13'16"E 0.07' FROM PROPERTY LINE.
8. FOUND SPIKE AND WASHER, STAMPED "LS 4970", FLUSH. NO REFERENCE. ACCE TED AS CENTERLINE INTERSECTION OF CALIFORNIA AVENUE AND 32nd STREET.
9. FOUND SPIKE AND WASHER, ILLEGIBLE. DOWN 1.0' IN DIRT. ACCEPTED AS POINT ON FREEWAY RIGHT-OF-WAY.
10. FOUND 2" IRON PIPE, CLEMENT PLUG AND TAG, "RCE 5448 PER (R1) ON PROPERTY CORNER.
11. FOUND 2" IRON PIPE, CONCRETE PLUG AND TAG, "RCE 8448" PER (R1). S80°48'09"E 0.10' FROM PROPERTY CORNER.
12. FOUND 2" IRON PIPE, CONCRETE PLUG AND TAG, "RCE 8448" PER (R1). S39°22'23"E 0.16' FROM PROPERTY CORNER.
13. FOUND NAIL AND TAG, "RCE 8448" PER (R1). N02°28'16"W 1.23' FROM PROPERTY CORNER.
14. FOUND NAIL AND TAG, "RCE 8448" PER (R1). N00°05'41"E 1.21' OF PROPERTY CORNER.
15. FOUND LEAD, TACK AND TAG, "LS 4025". NO REFERENCE.
16. FOUND LEAD, TACK AND TAG, "LS 4787". N89°53'54"E 1.04' FROM CORNER CUT-OFF. NO REFERENCE.

NOTICE TO CONTRACTOR

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

IMPORTANT NOTICE

Section 4216 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert I.D. Number call Underground Service Alert CALL 811 Two working days before you dig.

BOUNDARY NOTES:

A. EASTERLY LINE OF (R1) AND LEASE LINE TO H.E. RIDINGS JR., RECORDED JANUARY 27, 1970 AS INSTRUMENT NO. 201, OFFICIAL RECORDS.

B. NORTHERLY LINE OF LOT 15 PER (R1).

C. NORTHERLY LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA FOR FREEWAY PURPOSES PER DEED RECORDED NOVEMBER 29, 1961 AS INSTRUMENT NO. 1761 IN BOOK D1434, PAGE 16, OFFICIAL RECORDS.

0 50 100 200

APPROXIMATE SCALE IN FEET

LINE DATA TABLE

LINE	BEARING	DISTANCE
L1	N45°14'44"W	21.26'

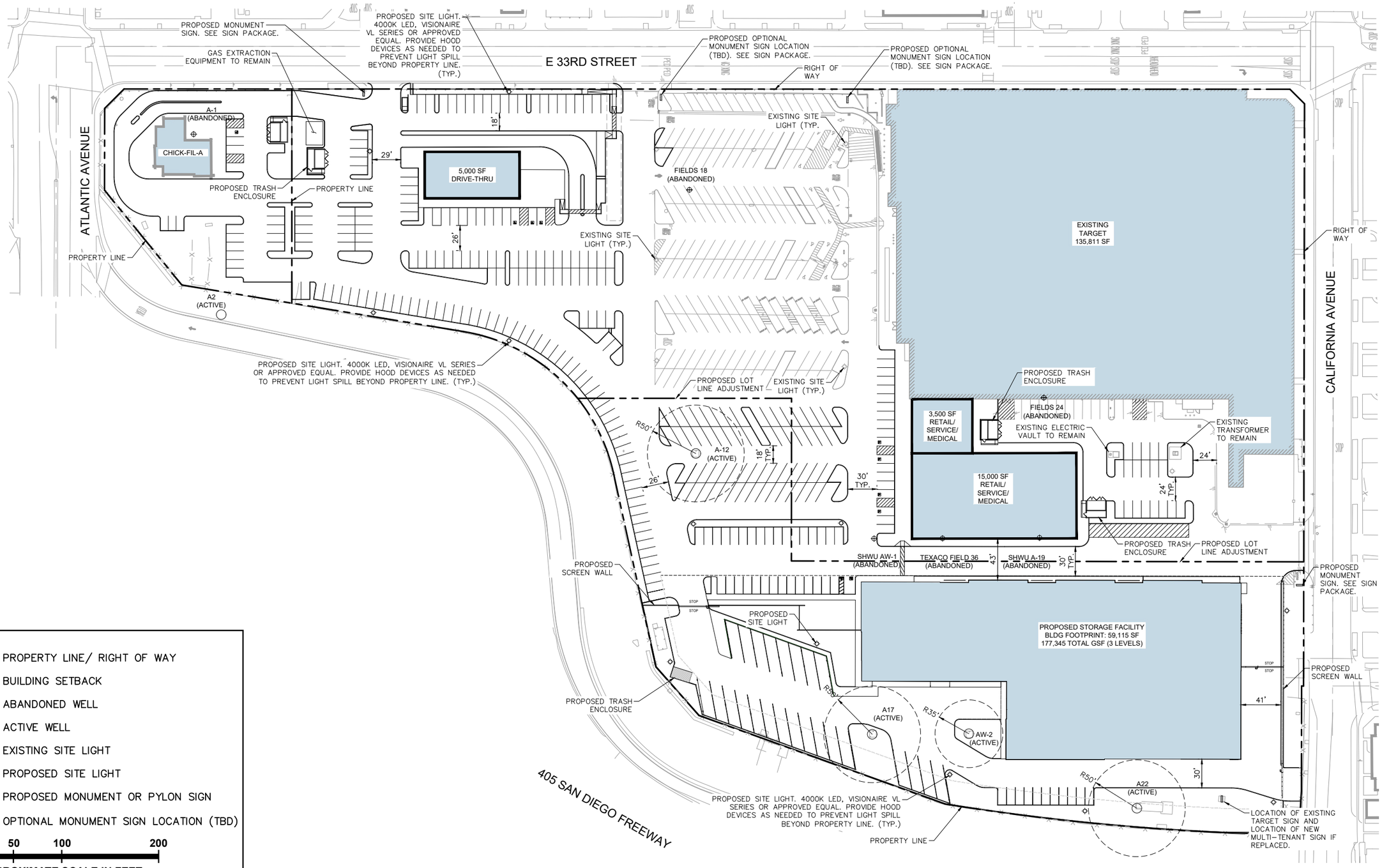
SOURCE: Ware Malcomb Civil Engeneering - March 2, 2021

FIGURE **3**

Meridian Consultants

Existing Site Plan

306-001-20



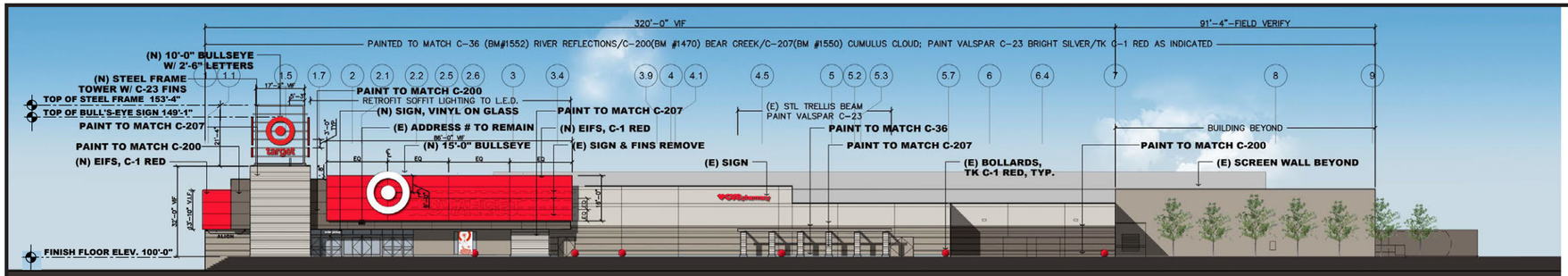
SOURCE: Kimley-Horn and Associates, Inc. - February 2021

FIGURE **4**

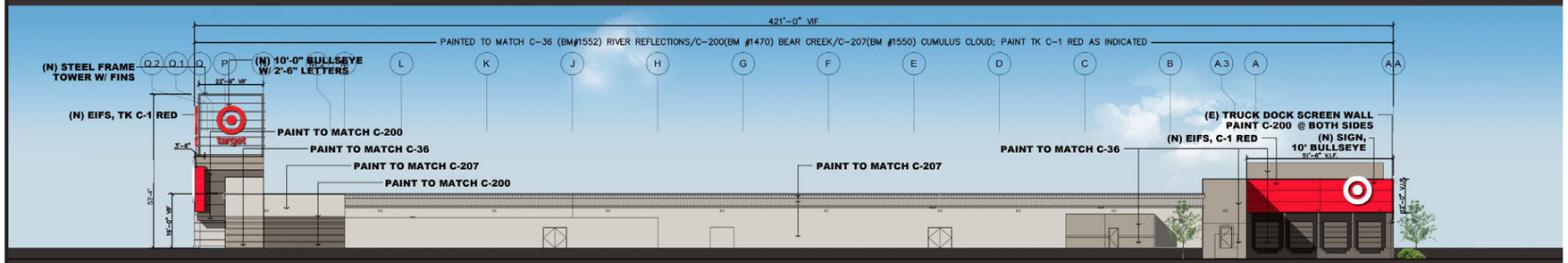
Meridian Consultants

Proposed Site Plan

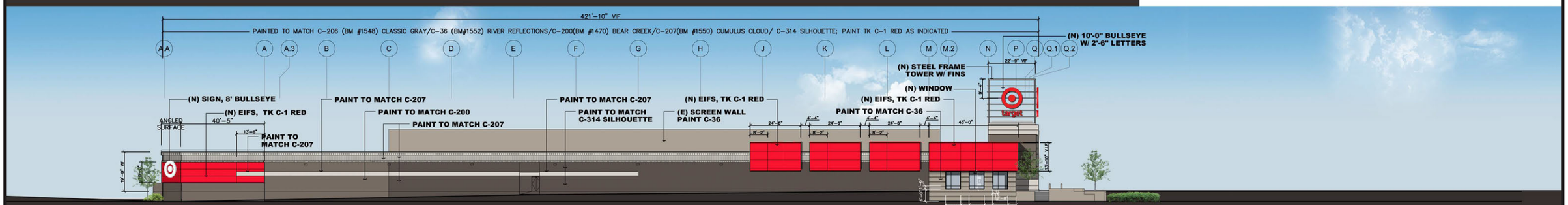
306-001-20



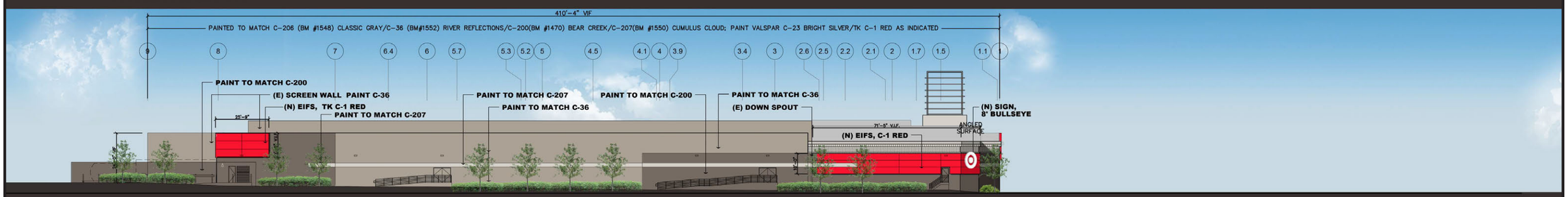
West Elevation



South Elevation



North Elevation



East Elevation

C--207 (BM #1550) CUMULUS CLOUD

C-36 (BM #1552) RIVER REFLECTION

C-200 (BM #1470) BEAR CREEK

C-314 BM #AF-655 SILHOUETTE

C-1 (TK #8010-1) RED

C-23 (VS #439ZZ089M) BRIGHT SILVER

*BEN-2 : MODERN, COLOR.....SILVER

*STORE EXTERIOR WALLS ARE PRIMARILY : CMU

(N) STEEL TOWER W/ ALUMINUM FINS.
FINISH C-23 BRIGHT SILVER

SOURCE: Target - August 21, 2020

FIGURE **5**

Meridian Consultants

Target Retail Center Elevations

306-001-20

SOURCE: City of Signal Hill - 2021

FIGURE **6a**

Meridian Consultants

Self-Storage Facility North Elevations

306-001-20

SOURCE: City of Signal Hill - 2021

FIGURE **6b**

Meridian Consultants

Self-Storage Facility South Elevations

306-001-20

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SECTION B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ 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/Traffic	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- **No Impact**. The project would not have any measurable environmental impact on the environment.
- **Less Than Significant Impact**. The project would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Measures Incorporated**. The project would have the potential to generate impacts which may be considered a significant effect on the environment, although measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The project would have impacts which are considered significant, and additional analysis is required to identify measures that could reduce these impacts to less than significant levels.

SECTION C. DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

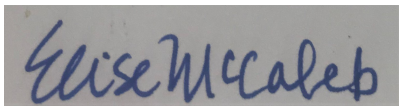
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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.



March 26. 2021

Signature | Date

SECTION D. EVALUATION OF ENVIRONMENTAL IMPACTS

I. Aesthetics

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS: *Except as provided in Public Resources Code Section 21099, would the project:*				
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?	☐	☐	☒	☐

Discussion

a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. For purposes of determining significance under CEQA, a scenic vista is considered a publicly accessible, prominent vantage point that provides expansive views of highly valued landscapes or prominent visual elements comprising man-made or natural features. The General Plan Land Use Element states that views from the Hilltop Park "must be preserved for the benefit of the community and the general public" (Signal Hill 2001, pg. 50). Further, the Environmental Resources Element includes Policy 1.1, which states that the City will "protect views both to and from the Hill and other scenic features" (Signal Hill 1986, pg. 37). The City's View Protection Policy also identifies other unique visual landmarks such as the ocean, Long Beach skyline, the Queen Mary, the Palos Verdes peninsula, Los Angeles, and the San Gabriel/Santa Ana mountains.

The Project would redevelop an existing commercial plaza with new uses and improvements to existing uses. The scale and mass of the proposed structures would be comparable to existing commercial structures in the surrounding area. As such, the Project would not have an adverse effect on views from the top of Signal Hill or from other vantage points toward the identified visual landmarks. Impacts to scenic vistas would be a less than significant.

b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The closest officially designated state scenic highway is part of the Angeles Crest State Scenic Highway, State Route (SR) 2, from near La Cañada-Flintridge north to the San Bernardino County line. This state scenic highway is approximately 27 miles north of the project site. SR 110, Arroyo Seco Historic Parkway, between mileposts 25.7 and 31.9 in Los Angeles, is approximately 20 miles north of the project site (Caltrans 2011). The distance between the project site and these officially designated scenic highways indicate that the proposed project would not be visible from a state scenic highway. As such, the proposed project would not adversely affect the viewshed from a state scenic highway.

The project site is currently characterized by existing commercial properties, surface parking and vacant land. No historic buildings, rock outcroppings or other scenic resources, such as hilltops, streams, or slopes, currently exist on the project site. Because of the lack of scenic resources on the project site, the proposed project would have no impact on scenic resources.

c) Except as provided in Public Resources Code Section 21099, would the project, 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?

Less Than Significant Impact. The proposed project would be located in an urbanized area, where there is a variety of nonresidential and residential land uses and extensive urban infrastructure improvements. For purposes of determining impact significance for projects within urbanized areas, a project is evaluated for whether it would conflict with applicable zoning or other regulations governing "scenic quality." The term "scenic quality" is not specifically defined in the threshold language of Appendix G of the CEQA Guidelines; however, for assessment of impacts involving changes in visual character and quality, this is interpreted as pertaining to zoning standards involving building height and bulk, design character, landscape elements, and consistency with scale, massing and character of surrounding development. There are no applicable federal or state regulations that pertain to aesthetic impact; however, the proposed project would need to comply with the City of Signal Hill municipal code regulations governing aesthetic character for areas zoned as Commercial General and Storage Specific Plan.

The Project would be developed consistent with the City's existing zoning regulations and the improvements to the Target store are intended to enhance its visual character. Therefore, given that the proposed project would not conflict with the applicable zoning and other regulations governing scenic quality, and would be consistent with the massing, scale, and visual character of the surrounding area, the project would have a less than significant impact in this regard.

d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed project has an existing Target retail center in Site 1 and Site 2 is currently vacant. Therefore, there is already existing outdoor lighting in Site 1. The area is highly urbanized and therefore already impacted by night lighting from streetlights along 33rd Street and California Avenue; exterior security lights within existing uses to the northeastern portion of the Project site, single family and multi-family uses to the north and east of the project vicinity, freeway and vehicle lighting to the south; vehicle headlights on surrounding streets; traffic lights at the intersection of 33rd Street and California Avenue.

The proposed project would include wall-mounted security lighting angled downward, as well as upward-and downward-facing accent lighting within the interior of the site, such as downward lighting under the canopies at the building entrances and upward-facing, wall-mounted, decorative lighting on building exteriors. In short, the proposed project would provide illumination for safe usage and night lighting accents, which would not spill across the site boundaries, as is required by the Cal Green Building Standards Code 5.106.8, Light Pollution Reduction (incorporated into the Signal Hill Municipal Code, as described in Chapter 15.10). Further, vehicles entering and exiting the proposed project would do so at locations where there are no residential uses directly across the street; thus, headlights would not shine onto any homes when exiting site driveways on California Avenue. Regarding glare, the proposed building elevations would be constructed of concrete, with some non-reflecting glazing and metal finishes at building entrances on the building corners and unit entrances; therefore, there would be little to no light reflection from building surfaces onto surrounding uses. As such, the proposed project would not result in a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Dept. 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:*				
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 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))?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 proposed project site is not in an area of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Farmland of Local Potential, or Grazing Land as identified by the California Department of Conservation's (2016) California Important Farmland Finder. The site is classified as Other land type, which is described on the Important Farmland Finder as land that is not included in any of the other mapping categories. Since the project site is not designated farmland and would not convert designated farmland to

nonagricultural uses, the proposed project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

No Impact. The project site is not encumbered by a Williamson Act contract and the Northeast parcel is zoned Commercial General (CG). The Southeast parcel is zoned Freeway Self-Storage Specific Plan (SP-12). Therefore, since the project site is not subject to the provisions of a Williamson Act contract and is not zoned for agricultural use, no impact would occur.

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 under response to threshold b) above, the project site is zoned CG and SP-12. Therefore, implementation of the proposed project would not conflict with the existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

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

No Impact. The site formerly supported an oil refinery and is currently zoned as CG and SP, within a fully urbanized area where there is no forest land. A few scattered trees primarily line the perimeter of the site. However, there is no substantial concentration of trees that would constitute a forest. The site has not been managed as timberland or managed to produce forest products. There would be no loss of forestland or conversion of forestland; therefore, no impact would occur.

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 or conversion of forest land to non-forest use?

No Impact. The site has an existing Target retail store and site for the proposed storage facility is currently vacant. Surrounding land uses include a combination of educational, commercial, industrial, multifamily and single-family residential, and park land uses. There are currently no agricultural operations being conducted on or surrounding the project site, and the site and surrounding areas are not zoned for agricultural uses. In addition, no forestland is located on the proposed project site or in the vicinity. Thus, no farmland or forestland would be converted to other uses under the proposed project, and no impact would occur.

III. Air Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:*				
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?	☐	☐	☒	☐

Discussion

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

Less than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD 2016 Air Quality Management Plan for the South Coast Air Basin (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve federal and state air quality standards. According to the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment of federal and/or state air quality standards.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response III(c) below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than

significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[1]

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response III(b), the proposed project would result in emissions that are below the SCAQMD regional thresholds, with Mitigation Measure III-1 to reduce NOx emissions during grading. Therefore, the project would not have the potential to cause a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed in Response III(b), the proposed project would result in less than significant impacts with regard to short-term construction and long-term operational emissions. As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds these assumptions involves the evaluation of the three criteria outlined below. The following discussion analyzes each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the Signal Hill General Plan (General Plan), SCAG's regional growth forecast, and SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The population, housing, and employment forecasts in the 2016 RTP/SCS, developed by SCAG, are based on local general plans as well as input from local governments. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP. Though the Project would increase commercial activity on the site, it would not cause the City's General Plan buildout employment levels to be exceeded. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the project would be consistent with the projections.

[1] Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project implement all feasible air quality mitigation measures?*

Compliance with all applicable SCAQMD rules for emission reduction measures would be required as identified in Response III(b) and III(c) and Mitigation Measure III-1 would also be implemented to reduce NOx emissions during grading. As such, the proposed project meets this 2016 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the General Plan is considered to be consistent with the AQMP. The proposed project is consistent with the land use designation and development density presented in the General Plan. Therefore, the proposed project meets this AQMP consistency criterion.

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?

Less than Significant Impact.

Criteria Pollutants

Criteria pollutants are pollutants regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. The Basin is currently in state nonattainment status for ozone (O_3), $PM_{2.5}$, and PM_{10}, as well as federal nonattainment status for O_3 and $PM_{2.5}$. Criteria pollutants, their typical sources, and effects are identified below.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these ozone precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, and increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both state and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with preexisting cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current state standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2).

SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X)

and lead. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor; some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

Short-Term Construction Emissions

The project involves construction activities associated with paving, construction, and architectural coating applications. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality Worksheets*, for the CalEEMod outputs and results. *Table III-1, Construction-Related Emissions*, presents the anticipated daily short-term construction emissions.

Table III-1 Construction-Related Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Emissions Without Mitigation[2]	50	19	20	0.04	2	1
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Emissions With Mitigation[2,3]	50	19	20	0.04	2	1
Volume Reduced	*0*	*0*	*0*	*0*	*0*	*0*

Notes:
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.
2. Totals shown are for highest intensity construction activities that generate these pollutants. The emissions in this table include reduction/credits based on compliance with SCAQMD Rules that are included in CalEEMod. The emission reduction measures applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas

quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.
Refer to Appendix A, *Air Pollutant Worksheets*, for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut and fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation, and construction is expected to be short term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and resuspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in *Table III-1*, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies/materials to and from the project site, transport of soil materials off- and on-site, employee commutes to/from the project site, and emissions produced on-site as the equipment is used. As shown in *Table III-1*, the calculated level of NOx emissions produced by diesel-fueled on-site machinery and trucks that haul machinery, supplies and soils off or to the project site would be approximately 19 pounds/day, which is below the 100 pounds/day threshold. As such, the level of NOx emissions associated with the proposed construction plan is considered to be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*,

all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint (SCAQMD 2016b). ROG emissions associated with the proposed project would be less than significant; refer to *Table III-1*.

Long-Term (Operational) Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. According to the Target Center Retail Expansion and Self-Storage Facility Traffic Study (Traffic Impact Analysis) prepared by Linscott Law & Greenspan (dated February 26, 2021), the proposed project would generate approximately a maximum 2,033 total daily passenger car equivalent trips.[2]. *Table III-2 Long-Term Air Emissions*, presents the anticipated mobile source emissions.

Table III-2 Long-Term Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	5	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	5	24	48	<1	15	4
Total Winter Emissions[3]	10	24	49	<1	15	4
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.
2. The numbers may be slightly off due to rounding.

Refer to Appendix A, *Air Quality Worksheets*, for assumptions used in this analysis.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping maintenance. This would result in minor levels of reactive organic gases and minute levels of CO, as shown in *Table III-2*.

[2] One car is one "passenger car equivalent." A truck is equal to two or three passenger car equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher passenger car equivalent than empty trucks.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project; refer to *Table III-2*. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Note that the proposed project would not include installation of natural gas lines to serve any buildings. Some future building occupants may, however, elect to install their own gas systems and the energy emissions totals shown in *Table III-2* account for that.

Total Operational Emissions

As shown in *Table III-2*, the total operational emissions would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions, which are outlined in the 2016 AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 403 requires that fugitive dust be controlled and reduced with the best available control measures so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2016 AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on construction projects throughout the Basin.

According to the CEQA Air Quality Handbook, project-related emissions that fall below the recommended construction thresholds are considered less than significant on a project level or with respect to cumulative impacts. As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact, with Mitigation Measure III-1 to reduce NOx emissions during grading. Thus, it can be reasonably inferred that the project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO_X affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015), the SCAQMD acknowledged it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (April 13, 2015), the district acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on its own modeling in the 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Cumulative Long-Term Impacts

As discussed previously, the proposed project would not result in significant long-term air quality impacts, as emissions would not exceed SCAQMD adopted operational thresholds. As a result, the proposed project would not contribute a cumulatively considerable net increase of any criteria pollutant. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed and applied throughout the Basin. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

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

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences to the north, east, and south. The nearest sensitive receptors are residents to the north and east.

Localized Significance Thresholds

Localized significance thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized*

Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for 1-, 2-, and 5-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 4, South Coastal LA County.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. The Project Based on the SCAQMD guidance, the project would disturb approximately 5 acres of land per day during the building construction, paving, and architectural coating phase. Therefore, the LST thresholds for 5 acres were utilized for the construction LST analysis. The closest sensitive receptors are residential uses approximately 40 feet north of the project site. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses are approximately 40 feet north of the project site, the lowest available LST values for 25 meters were used.

Table III-3, Localized Significance of Construction Emissions, shows the localized unmitigated and mitigated construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 4, South Coastal LA County. It is noted that the localized emissions presented in *Table III-3* are less than those in *Table III-1* because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in *Table III-3*, the project's localized construction emissions would not exceed the LSTs for SRA 4. Therefore, localized significance impacts from construction would be less than significant.

Table III-3 Localized Significance of Construction Emissions

Source	Pollutant (pounds/day)[3]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction (Grading Phase)				
On-Site Emissions [1,2]	16	16	1	1
Localized Significance Threshold[3]	123	1,530	14	8
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:

1. The grading phase emissions are presented as the worst-case scenario for NOx, CO, PM_{10}, and $PM_{2.5}$.
2. The construction emissions in this table include reduction/credits based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 5 acres; therefore the 5-acre threshold was used) and the source receptor area (SRA 4).

Refer to Appendix A, *Air Pollutant Worksheets*, for assumptions used in this analysis.

Operational LST

As seen in *Table III-4, Localized Significance of Operational Emissions*, project-related operational area source emissions would be negligible and would be below the LSTs. Therefore, operational LST impacts would be less than significant in this regard.

Table III-4 Localized Significance of Operational Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Operational				
Area Source Emissions	<1	<1	<1	<1
Localized Significance Threshold[1]	123	1,530	4	2
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the total acreage for operations (the 5-acre threshold was used), the distance to sensitive receptors, and the source receptor area (SRA 4).

Based on the above, air quality health impacts would be less than significant.

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

Less Than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors and would not generate heavy truck trips with high concentrations of diesel exhaust or other emissions leading to odors. In addition, California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibits the emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from SCAQMD, typically industrial and some commercial projects, are evaluated by SCAQMD staff for potential odor nuisance and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short term in nature and cease upon project completion. Additionally, the proposed uses are not within the categories of odor emitting uses. Therefore, the project would not emit other types of emissions, including emissions leading to odors, adversely affecting a substantial number of people. Impacts would be less than significant.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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 Game or US 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?	☐	☐	☐	☒

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 Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. The entire project site has been fully disturbed by past oil refinery activities. Moreover, there are still active oil wells present. Most of the site is devoid of any surface vegetation, apart from scattered ruderal vegetation and ornamental trees. There are no native plant

communities or any natural or man-made water features within or near the project site. The lands surrounding the site are developed with streets, light industrial, educational, residential, and commercial uses, which have disturbed and replaced natural habitat.

The City of Signal Hill's General Plan Environmental Resources Element (1986) states that no species of plant or wildlife currently designated as rare or threatened has been located or is expected to occur within the city. While the Environmental Resources Element was published in 1986, this statement is still relevant, as no known habitat has been disturbed or removed in the last 30 years by the conversion of undeveloped land and oil fields and associated oil refinery and production land uses to urban development. Therefore, since the proposed project would not eliminate any native wildlife habitat or sensitive plant communities and would not affect any important habitat linkages that could support sensitive species, the project would not result in a substantial adverse effect on any candidate, sensitive, or special-status species. As such, the impact would be less than significant.

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

No Impact. There are no rivers or streams and no riparian habitat or any other kind of sensitive natural community in or within the immediate vicinity of the fully disturbed project site. The General Plan Environmental Resources Element (1986) has not identified any sensitive natural communities on or within the area of the project site. The project site is characterized by barren ground surfaces, pipelines, and related devices associated with a soil vapor removal system, scattered ruderal vegetation, and a few ornamental trees that primarily line the perimeter of the project site. As such, the proposed development would have no impact on riparian habitat or sensitive natural habitat.

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.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There is no wetland habitat on the project site or in the immediate area, which is fully urbanized. The US Fish and Wildlife Service's (2018) National Wetland Inventory shows that the nearest wetland habitat occurs along the Los Angeles River, approximately 2 miles west of the project site. As a result, the proposed project would have no impact on wetlands.

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 native wildlife nursery sites?

Less than Significant. The project site has been heavily disturbed by past oil refinery facilities, and the surrounding area is fully urbanized, dominated by buildings and other structures, pavement, and ornamental vegetation such as turf grass, trees, and shrubs. There are no forms of natural wildlife habitat, no rivers, lakes or streams, and no native wildlife nursery sites in this area. The highly disturbed

local landscape does not provide suitable habitat to support native resident or migratory fish or wildlife movement. While there are ornamental trees within the existing parking lot, those trees would be replaced by additional trees as part of the proposed landscape plan. As such, the Project would not remove any valuable biological habitat that currently supports movement of fish or wildlife, nor would it inhibit, disturb, or alter the existing patterns of wildlife movement that occur elsewhere. Therefore, the project would have a less than significant impact on movement wildlife species.

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 City of Signal Hill does not have any policies or ordinances specifically protecting biological resources. The project site is not within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with any City of Signal Hill regulations protecting biological resources, nor would the project conflict with any adopted habitat conservation plans. As such, the proposed project would have no impact.

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

No Impact. The City of Signal Hill does not have any policies or ordinances specifically protecting biological resources. The project site is not within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with any City of Signal Hill regulations protecting biological resources, nor would the project conflict with any adopted habitat conservation plans. As such, the proposed project would have no impact.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: *Would the project:*				
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?	☐	☒	☐	☐

Discussion

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

Less than Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register, which automatically includes all properties listed in the National Register of Historic Places and those formally determined to be eligible for listing in the National Register.

The Project site is currently developed with a commercial building, surface parking, and vacant land used for oil extraction. The Project would improve the site with additional commercial structures. The site is not designated or eligible for listing on the National Register of Historic Places or the California Register of Historic Places. In its General Plan, the City has identified the historic character of downtown Signal Hill and the Crescent Heights neighborhood, both distant from the Project site. Construction and operation of the Project would not alter any of the physical characteristics or context of any nearby historic resources. Therefore, impacts would be less than significant.

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

Less Than Significant Impact with Mitigation Incorporated. The Project Site is located within an urbanized area that has been subject to grading and development in the past. There are no known archaeological sites or archaeological survey areas on or adjacent to the site. Nonetheless, unknown

archaeological resources could exist at the Project Site and could be encountered during grading and excavation activities as there are recorded cultural resource sites within the City of Signal Hill and nearby portions of Long Beach. Mitigation Measure MM CUL-1 will be implemented to avoid significant impacts in the event that potentially significant archaeological resources are unearthed:

Mitigation Measures

MM V-1 **Treatment of previously unidentified archaeological deposits.** If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within 25 feet of the discovery shall be redirected and a Secretary of the Interior Professional Qualified and/or Registered Professional Archaeologist shall assess the situation and make recommendations regarding the treatment of the discovery. Impacts to significant archaeological deposits should be avoided if feasible, but if such impacts cannot be avoided, the deposits should be evaluated for their eligibility for the California Register. If the deposit is not California Register eligible, no further protection of the find is necessary. If the deposits are California Register eligible, impacts shall be avoided or mitigated. Acceptable mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

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

Less Than Significant Impact with Mitigation Incorporated. The Project is located in an urbanized area and has been subject to grading and development in the past. No known burial sites are located on or adjacent to the site. It is unlikely that intact human remains exist on the site. Nonetheless, as the site is considered to have the potential for archaeological resources and Tribal Cultural resources, MM V-1, discussed above, shall mitigate any potential impact relating to these resources and to subsurface human remains to a level of less than significant.

VI. Energy

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

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.

The 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as Title 24, became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 5 percent more efficient than previous standards for nonresidential development (CEC 2016). The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Additionally, the 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, nonresidential buildings will use about 30 percent less energy, mainly due to lighting upgrades, when compared to 2016 Title 24 standards (CEC 2019).

The 2016 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHGs) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the state administration. CALgreen, which went into effect on January 1, 2017, requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.

The Project would be designed and operated in compliance with both the 2016 Building Energy Efficiency Standards and the California Green Building Standards Code. Construction would comply

with the applicable USEPA and CARB engine emissions standards. Therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Additionally, the project would not result in a substantial increase in demand that would require substantially new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. As such, a less than significant impact would occur.

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

No Impact. The primary statewide plan for renewable energy and energy efficiency is the California Public Utilities Commission (CPUC) Energy Efficiency Strategic Plan, which is implemented chiefly through Title 24 and the CALGreen code (Title 24, Part 11). The project would be required to comply with Title 24 and CALGreen standards. Mandatory compliance with Title 24 and CALGreen standards would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, as well as water-efficient fixtures and electric vehicles charging infrastructure. The 2019 Title 24 standards are 30 percent more energy efficient than previous standards for nonresidential development (CEC 2019). Adherence to the CPUC's energy requirements and Title 24 and CALGreen standards will ensure conformance with the state's goal of promoting energy and lighting efficiency. Therefore, the proposed project would not conflict with or obstruct renewable energy or energy efficiency plans.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS: *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to 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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
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 waste water 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?	☐	☒	☐	☐

Responses to the following are based, in part, on a preliminary geotechnical investigation of the project site conducted by Albus-Keefe & Associates, Inc. and documented in a report dated March 10, 2020, provided in Appendix B of this Initial Study.

Discussion

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

i) **No Impact.** The State Mining and Geology Board defines an active fault as one that has had surface displacement within the Holocene Epoch (roughly the last 11,000 years) and defines a potentially active fault as any fault that has been active during the Quaternary Period (approximately the last 1,600,000 years). These definitions are used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazard Zones Act of 1972 and as subsequently revised in 1994 as the Alquist-Priolo Geologic Hazard Zoning Act and Earthquake Fault Zones Act.

The project area is located approximately 1.5 miles northwest of elevated ridge known as Signal Hill, which is one of a series of uplifted anticlinal hills and mesas positioned within and/or adjacent the Newport-Inglewood structural zone. Bedrock encountered beneath the site to the depths explored consists of non-marine and marine sediments of the upper Pleistocene-age Lakewood Formation (Qlw). Marine sediments of the lower Pleistocene-age San Pedro Formation (Qsp) underlie the Lakewood Formation at depth. The bedrock is generally covered by artificial fill (Qaf) associated with existing and previous site uses.

According to the geological study, the site does not lie within an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. The nearest fault is the Cherry Hill segment of the Newport-Inglewood Fault System, approximately one-quarter mile northeast of the project site (City of Signal Hill 2016).

Although the proposed Project is located near the Newport-Inglewood Fault System, it would be designed in accordance with all regulations and requirements as detailed in the California Building Code to ensure building safety. As such, the Project would not result in an increased risk of adverse effects associated with fault rupture.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

ii) **Less than Significant Impact.** As noted in the discussion under threshold i), the Newport-Inglewood Fault System, which cuts diagonally across Signal Hill, is the most significant seismic feature in the area. This fault is considered seismically active. Within the Newport-Inglewood Fault System, five faults have been identified in the immediate vicinity of Signal Hill, including the Cherry Hill Fault, located approximately one-quarter mile northeast of the project site. It is likely that a seismic event on the Cherry Hill Fault or along the greater Newport-Inglewood Fault System would result in strong seismic ground shaking.

The proposed development would be required to comply with the City's Building Code (Signal Hill Municipal Code Title 15), which requires future developments to submit an engineering geology report and soils engineering report (Signal Hill Municipal Code

Section 15.04) to identify and detail construction requirements that account for geologic conditions and seismic hazards. Design and construction in accordance with the current California Building Code (CBC) requirements is anticipated to address the issues related to potential ground shaking. Thus, with the required adherence to the City of Signal Hill Building Code, potential impacts from strong seismic ground shaking would be less than significant.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

iii) **Less than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to fluid when subjected to high-intensity ground shaking. Liquefaction occurs when there is the presence of shallow groundwater, low-density fine, clean, sandy soils, and high-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and load-bearing capacity failures below foundations.

According to the geological report, the site is underlain by very dense bedrock materials of the Lakewood and San Pedro Formations and the depth to historic high and current groundwater is not present within the upper 50 feet of the site. As such, the potential for liquefaction at the site is considered to be low. Furthermore, the site is not located within a mapped California Geologic Survey liquefaction hazard zone.

As is required by the City of Signal Hill Building Code (Signal Hill Municipal Code Section 15.04), prior to the issuance of a grading permit, the project applicant shall submit to the City Engineer for review and approval final plans and specifications that outline the construction methods to be employed to provide stable soil conditions to support all proposed structures. These specifications will identify the applicable seismic safety design standards based on the project site location, soils conditions, and proximity to regional faults. Thus, with the required adherence to the City of Signal Hill Building Code, potential impacts from seismic-related ground failure would be less than significant.

a)iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

iv) **No Impact.** Figure 5 of the City of Signal Hill General Plan Safety Element (2016) does not identify the project site as being within an area known to be susceptible to landslides. Further, the site is not located within an area identified by the California Geologic Survey (CGS) as having potential for seismic slope instability. In addition, review of referenced publications and geotechnical reports have indicated that geologic hazards associated with landsliding are not anticipated at the sites. There are no existing or proposed steep slopes that could be susceptible to landslide hazards. Thus, since the project site is not in an area subject to landslides, no impact would occur.

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

Less than Significant Impact. Given the extensive history of ground disturbance across the site from past oil refinery activities and subsequent earthwork associated with site remediation, it is unlikely

that any natural topsoil remains in the upper soil layers. The proposed development would include grading activities that would remove any existing ground cover and disturb exposed soils. These soils could be exposed to wind and rain, thus potentially resulting in soil erosion.

The Signal Hill Municipal Code Chapter 12.16 establishes the framework for the City to control erosion through the management of stormwater and urban runoff. In part, this chapter requires that prior to the issuance of a building or grading permit for a new development or redevelopment project, the City must evaluate the proposed project's erosion and grading requirements, including the appropriate wet weather erosion control plan, stormwater pollution prevention plan, or other plans consistent with countywide development construction guidance provisions to control erosion. These plans are required to demonstrate that stormwater runoff containing sediment is reduced to the maximum extent practicable and that best management practices apply and are required from the time of commencement of construction until receipt of a certificate of occupancy.

In addition, construction activities are required to comply with existing erosion control requirements, including the South Coast Air Quality Management District's (SCAQMD) Rule 403, which would reduce the potential for wind erosion through a variety of dust control measures such as covering soil stockpiles, watering exposed soils several times a day, ceasing grading during high winds, and providing temporary soil binders. The project must also comply with the conditions of a General Construction Permit, administered by the Los Angeles Regional Water Quality Control Board, pursuant to the National Pollutant Discharge Elimination System, which would reduce water erosion by requiring best management water quality control practices during construction (e.g., using berms or drainage ditches to divert water around the site; preventing sediment from migrating off the site by using temporary swales, silt fences, or gravel rolls). Compliance with these existing regulatory standards would generally avoid or reduce potential erosion impacts during construction to less than significant.

Once completed, the currently exposed soils across the project site would be replaced with impervious and landscaped surfaces, which would substantially reduce and, to a large extent, eliminate erosion potential as compared with existing site conditions.

With adherence to the mandatory regulations to reduce and control erosion during construction and project design, which reduces the amount of exposed soils subject to erosion, impacts in relation to substantial soil erosion or the loss of topsoil would be less than significant.

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

Less than Significant Impact. Based on field exploration, laboratory testing, and engineering analyses, the geological report did not identify any other unstable conditions, such as liquefaction, landslide, laterals spread, collapse, expansive soils, or subsidence that would become unstable. Compliance with applicable sections of the California Building Code and the City of Signal Hill municipal code, including the applicable plan review and approval would ensure that any potentially unstable conditions affecting site design and construction would be addressed and remediated through a review of additional soil investigations and monitoring during site grading; thus, impacts would be less than significant.

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 geological report performed expansion index testing as part of the Preliminary Geotechnical Investigation prepared for the proposed project. The tests indicated that the site soils have a low expansion potential. Therefore, the project would not create substantial direct or indirect risks to life or property because of expansive soils and would have a less than significant impact.

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

No Impact. All wastewater generated by the proposed project would be discharged into the City's municipal sewer system. No septic systems or other soil-based wastewater disposal systems would be part of the proposed project. Therefore, the proposed project would have no impact related to soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems.

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

Less Than Significant With Mitigation Incorporated. The geotechnical investigations conducted did not identify any unique geologic features on the project site. While no unique paleontological resource or unique geologic features are known to be present, the area is considered to have sensitivity for subsurface paleontological artifacts. To avoid significant impacts, Mitigation Measure VII-1 will be implemented, as follows:

Mitigation Measures

MM VII-1 **Treatment of Fossil Discoveries.** Excavations into native Quaternary materials shall be monitored by a qualified professional paleontologist, including collection and processing of soil samples in those areas to determine the fossil potential of the site. Any fossils recovered during mitigation shall be deposited to an accredited and permanent scientific institution. A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year full time professional experience, or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.

VIII. Greenhouse Gas Emissions

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

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

Less than Significant Impact. A significant impact could occur if a project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature.

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. In 2008, a SCAQMD staff working group discussed interim CEQA GHG significance thresholds. The SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects such the proposed Project. When no quantitative significance thresholds have been formally adopted by a lead agency, the California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis. In the absence of any adopted, numeric threshold, the City evaluates the significance of a project by considering whether the project conflicts with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of mitigation of greenhouse gas emissions. This approach is consistent with CEQA Guidelines Section 15064, which provides that a determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions. As discussed under threshold b, below, the Project would not result in significant impacts when considered against this threshold.

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

Less than Significant Impact.

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. This act requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP).

The California Air Resources Baird (CARB), in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035. The Project is a commercial infill within a high-quality transit corridor that would be within the employment and population forecasts used by SCAG in developing the Sustainable Communities Strategy for the region. As such, the Project would not conflict with SB 375.

In September 2020, SCAG's adopted Connect SoCal as its 2020-2045 RTP/SCS. Connect SoCal includes population, housing and employment projections that form the basis for SCAG's analysis of future land use patterns, mobility, and thus GHG emissions. Connect SoCal includes strategies that identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. Though some of the strategies can be implemented by local jurisdictions as part of land use decisions, not all of these strategies are applicable to the Project. The strategies of Connect SoCal promote land use patterns that connect with transit; provide and promote redevelopment of underperforming retail developments and other outmoded nonresidential uses; prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. The Project advances these strategies.

Accordingly, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS: *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 Section 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?	☐	☐	☐	☒

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?

Less than Significant Impact. Materials are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in California Health and Safety Code Section 25501 as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. The code additionally states that a hazardous material becomes a hazardous waste once it is abandoned, discarded, or recycled. The transportation, use, and disposal of hazardous materials,

as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

The Project includes two sites, Site 1 is the Target retail center and Site 2 is the storage facility, once operational, it is anticipated that there would likely be some routine transport, storage, handling, and disposal of small quantities of hazardous substances that are typically associated with these types of uses. This could include common solid and liquid materials and substances such as toners, paints, lubricants, cleaning agents, glues and other adhesives. No above ground or underground storage tanks of any type are proposed, and no fuel storage or dispensing is proposed. No industrial process equipment requiring use of volatile and hazardous substances in the form of liquids, solids or gases are proposed or would be allowed under the restrictions of the zoning district, as set forth in the Signal Hill Municipal Code. All business activities would be conducted inside the buildings, except for arrival and departure of automobiles and trucks and routine site maintenance and trash removal.

Additionally, any business that handles hazardous materials and/or hazardous waste of quantities at any one time during a year equal to, or greater than a total volume of 55 gallons, a total weight of 500 pounds, or 200 cubic feet of a compressed gas is a "hazardous materials handler" and must report Owner/Operator, Business Activities, Inventory, Site Map, and Emergency Response and Contingency Plan and Employee Training Plan information in the California Environmental Reporting System (CERS). In addition, all hazardous materials handlers are inspected every three years by the Los Angeles County Fire Department Health Hazardous Materials Division.

Future businesses on-site can dispose of "household hazardous materials" for free at any of the Los Angeles County Sanitation District's permanent disposal centers, and electronics can be disposed of at several private locations or electronic recycling events. The Los Angeles County Sanitation District and the Los Angeles County Department of Public Works sponsor household hazardous waste roundups, which are one-day events hosted on Saturdays at various locations around the county. Also, household hazardous wastes can be disposed of at the EDCO Recycling and Transfer Center at 2755 California Avenue in Signal Hill on the second and fourth Saturdays of each month.

In general, the proposed project would have a typical level of usage, storage, and disposal of hazardous materials as similar light industrial land uses in and near Signal Hill. All tenants would be obligated to comply with the City's existing municipal code restrictions for operations in the Light Industrial zoning district, plus compliance, as warranted, with the above-noted countywide regulations governing hazardous waste handlers. As such, the project would have a less than significant impact involving the routine transport, use, or disposal of hazardous materials.

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

Less than Significant Impact. Construction would likely involve the use of hazardous materials, substances, or chemicals such as fuels, oils, lubricants, paints, solvents, glues and miscellaneous liquid and solid wastes, and as with any construction, there is the potential for an accidental release of such materials or wastes. As discussed in Section VIII, Hydrology and

Water Quality of this Initial Study, the National Pollution Discharge Elimination System (NPDES) General Construction Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) required for the project includes a variety of construction control measures and best management practices to prevent pollution of surface or groundwaters from construction activities. Such measures will be defined in a Stormwater Pollution Prevention Plan and will include provisions to prevent or contain accidental spills and regular monitoring and reporting of construction water quality control practices conducted by the contractor. All construction control measures would comply with the waste discharge standards established for the NPDES General Construction permit that would be reviewed and approved by the LARWQCB and the City of Signal Hill prior to issuance of a grading permit. Adherence to existing mandatory regulatory standards requiring a variety of best management practices to prevent water pollution and accidental spills of hazardous substances during the construction phases would prevent a significant impact due to a release of hazardous substances into surface or ground waters, in the normal course of construction activities.

Please refer to the response to threshold d) for a discussion of potential short-term and long-term impacts and mitigation measures to prevent harmful releases of hazardous substances associated with soil and groundwater contamination from the past oil refinery activities.

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?

Less Than Significant Impact. There are no schools within one-quarter of a mile of the Project site. Impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. A review of the databases to be consulted in accordance with Government Code 65962.5 identified that the project site is listed in the Geotracker database maintained by the State Water Resources Control Board (SWRCB) due to a remediation action for a leaking underground storage tank associated with a former service station that existed in the northwest corner of the site in the 1970s. Three underground gasoline storage tanks and one waste oil tank were removed in 1991. Subsequent investigation detected gasoline impacts soil on the site. Under the oversight of the Los Angeles Regional Water Quality Control Board, a Remedial Acton Plan continues to be implemented involving monitoring wells and soil vapor extraction.

Site assessments determined that it is unlikely that the site would be redeveloped for residential occupancy as it is zoned commercial/industrial and its current use is commercial. The estimated risks and hazards due to exposure to constituents detected in the soil matrix and soil vapor underlying the site for commercial and construction workers indicate the site can be safely redeveloped for commercial use.

The applicant completed a Phase I Environmental Site Assessment (ESA), a Phase II ESA with soil borings, a methane assessment, and a Human Health Risk Assessment (HHRA)[3]. Methane gas leak tests were completed on three of the abandoned wells, and all three were found not to be leaking. Methane gas leak tests were not required for the two abandoned oil wells on the Target portion of the property at 950 E. 33rd Street as they were not determined by the applicant to be within the "area of development" as defined in the City of Signal Hill Oil and Gas Code §16.24.010(B). The HHRA was reviewed by the State's Office of Environmental Health Hazard Assessment (OEHHA). A OEHHA memo was received noting their agreement with the conclusions that the site would be safe for residential, and commercial occupancies and construction. Due to the presence of oil wells on the site, a Methane Assessment was performed in March 2020. Due to the conclusions of the Methane Assessment and Phase II ESA, the following mitigation shall be incorporated into the Project.

Mitigation Measures

MM IX-1 **AQMD Rule 1166 permit/compliance.** Monitoring under the AQMD Rule 1166 permit/compliance is required for any grading activities that would occur under this project.

MM IX-2 **Passive Methane Mitigation System.** A passive methane mitigation system is required that would consist of a sub-slab impervious membrane placed in between geotextile or geocloth to protect it from sand above and the minimum 2" thick gravel blanket below. Methane mitigation is also required underneath paved areas greater than 5,000 square feet within 15 feet of the proposed buildings and shall consist of a minimum 12-inch square vents with ¾-inch rock placed on the exposed soil at a minimum depth of 1 foot and protected by traffic rated grates.

MM IX-3 **Soil Management Plan.** A soil management plan shall be prepared prior to grading activities. The Soil Management plan shall be reviewed and approved by the City and shall provide instructions to the contractor for actions to implement in the event discolored or odiferous soils are discovered during grading operations.

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?

Less than Significant Impact. The nearest public use airport is Long Beach Municipal Airport, located approximately one mile to the east. The Los Angeles County Airport Land Use Commission establishes Airport Influence Areas (AIA) to identify areas likely to be impacted by noise and flight activity created by aircraft operations at and airport. The project site is not within the AIA for Long Beach Municipal Airport (Los Angeles County Airport Land Use Commission 2003). Thus, people working on the project site would not be exposed to any safety hazards or excessive noise associated with the operation of the airport. The impact due to proximity to the airport would be less than significant.

[3] See Appendix C of this Initial Study

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

Less Than Significant Impact. The Signal Hill Hazard Mitigation Plan (2018) documents strategies and approaches designed to reduce loss of life and property in the event of a disaster or emergency. Key action items in the plan include improving communication and strengthening emergency operations by increasing collaboration and coordination among the various agencies and organizations involved in emergency planning, identifying funding to implement prevention plans and programs, and continuing the education and outreach efforts. The proposed project would have no effect on the communications and operational elements of the Plan, which are implemented by public safety personnel. Project implementation would not interfere with the implementation of the plan because the proposed development does not introduce any new land uses not considered in the implementation of the plan, it does not place the proposed land uses in an area that would require any specialized response, nor does it place new land uses in an area that is subject to potential threats from a natural or man-made disaster, such as wildland fires , flooding, earthquake fault rupture, etc.

As identified in the Signal Hill General Plan Safety Element (2016), existing evacuation routes are adequate to serve the city's population, and no major improvements are considered necessary to maintain emergency access. Several of the local arterial roadways and Interstate 405 (I-405) are major evacuation routes. As shown on Figure 2 of the General Plan Safety Element (2016), two arterial roadways are designated as major evacuation routes in the immediate vicinity of the project site: California Street to the East and I-405 Freeway to the South. Given the site location, the project would have no direct physical impact to California Street. Based on the assessment of peak hour traffic conditions in the Traffic Impact Analysis prepared for this project (see Appendix D), project-generated traffic would not result in significant congestion impacts during either peak period. Project-related impacts to the evacuation route functions of California Avenue and the I-405 Freeway would be less than significant.

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 California Department of Forestry and Fire Protection (Cal Fire) has mapped fire hazard severity zones throughout the state. Designations include Unzoned (the lowest wildland fire risk), Moderate, High, and Very High. Property within the Signal Hill city boundaries is Unzoned, indicating a low potential for wildland fire; there are no Moderate, High, or Very High fire hazard zones in the city. Thus, the project would not expose people or structures either directly or indirectly to significant loss, injury, or death involving wildland fires. There would be no impact.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY: *Would the project:*				
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 off-site?	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 project site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which prepares and maintains a basin plan that identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The basin plan is intended to achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's WDRs and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate RWQCB and may set discharge limitation or other discharge provisions.

According to the Basin Plan, nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the USEPA into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach, including the voluntary use of best management practices (BMPs), the regulatory enforcement of the use of BMPs, and effluent limitations. Generally speaking, each RWQCB implements the least restrictive tier until more stringent enforcement is necessary.

The LARWQCB addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site.

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in surface runoff. Accordingly, project construction activities could have the potential to result in adverse effects on water quality. However, construction runoff is regulated by the NPDES Construction General Permit, which requires identification of a variety of water quality control BMPs to be specified on construction plans and implemented throughout construction. Measures are required to keep stormwater out of construction zones, to conduct regular site maintenance and "good housekeeping practices" to prevent, minimize and dispose of solid and liquid wastes, to capture and control any site runoff so that water pollutants don't enter storm drains, and to have response procedures in place in the event of accidental spills of water contaminants. This permit applies to all construction which disturbs an area of at least one acre and is administered by the RWQCB. Through this existing, mandatory regulatory compliance measure, potential water quality impacts during construction would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the RWQCB.

The Los Angeles County Low Impact Development (LID) Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to "retain, detain, store, change the timing of, or filter stormwater or runoff." The City of Signal Hill implements the provisions of the County's ordinance for all new development projects and provides the City of Signal Hill's LID Guidance Manual to inform applicants. The implementation of an LID Plan as part of the Project would ensure that impacts related to water quality standards or waste discharge requirements would be less than significant.

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?

Less than Significant Impact. The project site has not been part of any groundwater recharge or management resources or programs and with a history of soil contamination associated with past oil refinery activities, it is not a good candidate to support groundwater resource management. There are no groundwater extraction wells at present, and none are proposed as part of this project. All water demands would be served through connections to the City's water transmission network. The site development, as proposed, would establish impervious surfaces over most of the project site, reducing potential infiltration compared to the existing undeveloped condition with mostly bare soils that allow for extensive infiltration during rainstorms. Because the site is not part of any groundwater recharge or management efforts, the reduction in infiltration capacity due to site development would result in less than significant impacts on groundwater resources.

c)i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The surrounding area does not include streams or rivers or any kind of surface drainage courses. The Project would improve the site to include LID measures that would ensure there would not be substantial erosion or siltation. As such, no impacts would occur.

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

No Impact. The Project would improve the site to include LID measures that would ensure there would not be substantial increase in the rate of runoff. As such, no impacts would occur.

c)iii) 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 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. The proposed drainage improvements would follow existing drainage patterns on site along with the implementation of drainage features to meet regulatory requirements such as the County LID ordinance. This would ensure that runoff would not exceed existing system. The Project's impact would be less than significant.

c)iv) 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 impede or redirect flood flows?

Less than Significant Impact. The proposed drainage improvements would follow existing drainage patterns on site along with the implementation of drainage features to meet regulatory requirements such as the County LID ordinance. Since the project site is not within a flood hazard zone, the occasional onsite ponding and overflows into the street drainage systems would not affect flood flows. Impacts would be less than significant.

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

No Impact. The project site is within a Zone "X" designation depicted on FEMA Map 06037C1970F, dated September 26, 2008, which indicates an area of minimal flood hazard. The site is not near any water bodies that could inundate the site during a major seismic ground shaking event. Since the site is located several miles inland from the Pacific Ocean, it is not exposed to the threat of a tsunami. Give these circumstances, there would be no impacts involving a release of pollutants into water bodies during one of these events.

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

No Impact. The Project would be required to comply with existing regulations including the County LID ordinance, which is structured to address and achieve water quality objectives set forth in the LARWQCB Basin Plan. Further, there is no sustainable groundwater management plan in place for the project area. As such, the project would not conflict with or obstruct implementation of the regional Basin Plan and would not conflict with or obstruct implementation of a sustainable groundwater management plan.

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING: *Would the project:*				
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?	☐	☐	☐	☒

Discussion

a) Would the project physically divide an established community?

Less than Significant Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway, regional flood control channel, or railroad tracks, or the removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. No other modifications to existing off-site infrastructure facilities or the removal of any such facilities would be required, and there would be no infrastructure-related improvements or removals that could result in a physical disruption to an established land use or the local pattern of development.

The Northeastern portion of the project has an existing Target retail center and the Southeastern portion is currently vacant. Surrounding land uses include single and multi-family residential and commercial buildings to the north and east, the 405 Freeway to the south commercial properties to the west. The proposed project would result in modernization of an existing commercial area and storage facility that would not intrude into the established neighborhoods that surround the project site. No features of the proposed project would disrupt the existing surrounding land uses from continuing to operate as-is. As such, the development of the proposed project would not result in an impact involving the physical division of an established community.

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 project site is not subject to a local coastal program and is not within a habitat conservation plan, natural community conservation plan, or other approved environmental resource plan. The Signal Hill General Plan Land Use Element and the City's Zoning Map designate and zone the northeastern portion of the project site as Commercial General and the southeastern portion of the project site as Storage Specific Plan. The Project includes replacement of the existing zoning over the entire site with a new specific plan. The specific plan would establish a list of permitted and conditionally permitted uses, appropriate development standards and a review standard for the phased future construction. This specific plan would be consistent with the General Plan and would ensure that the Project would not conflict with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impacts would occur.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES: *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?

Less than Significant Impact. Mineral resources are commonly defined as a concentration or occurrence of natural, solid, inorganic, or fossilized organic material in or on the earth's crust in such form and quantity and of such a grade or quality that it has reasonable prospects for economic extraction. Mineral resources can be categorized into three classes: fuel, metallic, and non-metallic. Fuel resources include coal, oil, and natural gas. Metals include such resources as gold, silver, iron, and copper. Lastly, non-metal resources include industrial minerals and construction aggregate. Industrial minerals include boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone. Construction aggregate includes sand and gravel, and crushed stone.

Signal Hill lies within the Long Beach Oil Field, where oil production dates to 1919 when oil was first discovered in the area. The Long Beach Oil Field is termed a "mega giant" field, which is a field that produces over 1 million barrels a day. Currently, the Long Beach Oil Field is considered moderately productive as oil wells are gradually being converted to urban development.

The project proposes to build over the abandoned wells on site. The Applicant has prepared a Well Abandonment Report (WAR) for each well which determined that the well abandonment meets the City's standard to be built over. These wells are not of substantial value to the region or the state and their abandonment would not result in the substantial loss of a mineral resource. As such, impacts would be less than significance.

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?

Less than Significant Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary regulator for surface mining in the state. The act requires the State Geologist (California Geological Survey) to identify all mineral deposits in the state and to classify them based on their significance. SMARA defines a mineral deposit as a naturally occurring concentration of minerals in amounts or arrangement that under certain conditions may constitute a mineral resource. The concentration may be of value for its chemical or physical characteristics. The classification of these

mineral resources is a joint effort of the state and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as a Mineral Resource Zone (MRZ), Scientific Resource Zone (SZ), or Identified Resource Area (IRA), described below:

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates than significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where mineral resource significance is undetermined.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- SZ Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- IRA Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicate that significant minerals are present.

As shown on the Mineral Classification Map prepared by the California Division of Mines and Geology (1982), the project site is classified as MRZ-4, an area of insufficient data to assign to any other category. A review of the City's General Plan did not identify this area as having significant mineral deposits of any kind, or in an area that is delineated as a mineral resource recovery site, pursuant to SMARA. Therefore, since there are no known significant mineral resources and the project site is not a designated mineral resource recovery site as identified by SMARA or in the City's General Plan, the project would have no impact upon 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.

XIII. Noise

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE: *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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.

Construction activities would generate perceptible noise levels during the grading, paving, and building construction phases. Construction noise levels in the project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete phases, with each phase requiring different equipment with varying noise characteristics. These phases alter the characteristics of the noise environment generated on the proposed project site and in the surrounding community for the duration of the construction process.

The City of Signal Hill has established noise standards for construction activity in Chapter 9.16 of the Municipal Code. Pursuant to Chapter 9.16, construction noise is prohibited between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, and/or any time on Saturday, Sunday, or a holiday.[4] The project would be required to comply with these allowable hours for construction. Construction noise is

[4] "Holidays" is defined to include the following seven days: Christmas, Thanksgiving, New Year's, July 4th, Memorial Day, Labor Day, and Veterans Day.

allowed during the City's allowable construction hours and is not considered to be a significant impact during those hours.

High construction noise levels as associated with equipment such as heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, scrapers, and other heavy-duty construction equipment. Graders typically generate the highest noise levels, emitting approximately 85 dBA at a distance of 50 feet from the equipment. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dBA per doubling of distance. This assumes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. Buildings and other barriers that interrupt line-of-sight conditions further reduce noise levels from point sources. As such, the existing Target building would act as a noise barrier between residences to the northeast and construction activity. In addition, the surrounding roadways create separation between the site and the surrounding neighborhood. As such, noise levels experienced at the nearby residential neighborhoods would not be excess.

The operation of the Project would not include any noise generating activities differing substantially from existing activity at the site. Additionally, traffic volume on any given roadway segment would need to double in order for a noticeable increase in ambient noise to occur. The Project would not generate sufficient traffic to result in a doubling of traffic volumes. As such, the Project's operation noise impacts would be less than significant.

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

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Significance thresholds concerning construction vibration levels have not been adopted by the City of Signal Hill; therefore, this analysis relies on Federal Transit Administration (FTA) guidance regarding vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch-per-second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time.

The nearest vibration sensitive uses would be the residential uses located to the north and east across 33rd Street and California Avenue. The highest degree of groundborne vibration would be generated during the grading and paving construction phases due to the operation of a vibratory roller. Vibration velocities from typical heavy construction equipment range from 0.001 to 0.104 in/sec peak particle velocity (PPV) at 40 feet from the source of activity, with additional attenuation as the distance increases. As such, any vibration experienced at locations across the street from the site would be less than significant.

The fully developed, occupied, and operational project would not include any interior or exterior activities involving sources of high groundborne vibration. Occasional delivery truck movements that may occur in or out of the site would generate minor levels of vibration, for very short time periods, which would not result in significant impacts on- or off-site.

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?

Less than Significant. The nearest airport to the project site is the Long Beach Airport, located approximately 1 mile to the east. According to the General Plan, the 65 dBA noise contours from the Long Beach Airport do not extend into the City of Signal Hill. Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. Impacts would be less than significant.

XIV. Population and Housing

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

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. A significant impact could occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude. While the project would create new employment, it would not be to the scale that would attract a large employment generator and draw new population from outside of the area. Furthermore, the Project would not introduce unplanned infrastructure or residences. As such the Project would not conflict with growth projections for the City. Given that the proposed project would not directly or indirectly induce substantial unplanned population growth in the area, no impact would occur.

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

No Impact. There is no housing on the project site; therefore the project would not displace any people or housing. No impact would occur.

XV. Public Services

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

Discussion

a)i) 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 fire protection?

i) **Less than Significant Impact.** The City of Signal Hill contracts with the Los Angeles County Fire Department (LACoFD) for fire protection services in the city. Primary response to incidents in Signal Hill is provided by Fire Station No. 60, located at 2300 E. 27th Street, which is approximately 2 miles southeast of the project site. Station No. 60 houses one Type I engine and is manned by four firefighters, including a captain, an engineer and two firefighter/paramedics. The estimated response time for this station is up to 3 to 4 minutes to any location in Signal Hill (Signal Hill 2016). In the event of fires or emergency medical incidents, the entire resources of the LACoFD are available to provide responses throughout Signal Hill. In addition, the LACoFD maintains mutual aid agreements with other regional fire agencies, including the Long Beach Fire Department.

The project would increase activity on the site, resulting in some demand for fire protection services. However, the project does not represent a unique land use or type of construction that would require additional fire department facilities, nor would it cause any change in response times. As such, no new facilities would be needed to serve the Project and impacts would be less than significant.

a)ii) 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 police protection?

ii) **Less than Significant Impact.** Police protection in Signal Hill is provided by the Signal Hill Police Department (SHPD), which operates from one station located at 2745 Walnut Avenue, approximately 1 mile southeast of the project site (Signal Hill 2016). Mutual aid agreements are in place with the Long Beach Police Department, Los Angeles County Sheriff's Department, and other regional law enforcement agencies.

The project would increase activity on the site, resulting some demand for police protection services. However, the project does not represent a unique land use or type of construction nor would it change the response distance from the existing station. As such, no new facilities would be needed to serve the Project and impacts would be less than significant.

a)iii) 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 schools?

iii) **Less than Significant Impact.** The Project would increase commercial square footage and thereby increase employment at the site. However, the Project is not expected to draw new population into the area as a result. Therefore, the impact on school population would be insignificant. In addition, as with most development in Signal Hill, the proposed project would be subject to the provisions set forth in the California Code of Regulations Section 65995 and California Education Code Section 17620. These codes allow school districts the authority to collect statutory school fees from commercial and industrial development if a justification study is prepared and certain nexus findings are made. California Government Code Section 65995 states that payment of these fees would fully address any potential impact on schools. Impacts would be less than significant

a)iv) 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 parks?

iv) **No Impact.** Demand for parks is determined mostly by the residential population within a given area and the project would not add dwelling units or cause a noticeable increase in the residential population of the surrounding community. As such, the Project would have no noticeable effect on the demand for existing or new parks. No impact would occur.

a)v) 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 other public facilities?

v) **No Impact.** As mentioned above, the proposed project would not increase residential population in the project area and would therefore not require the use or maintenance of other public facilities that are provided to benefit residents. Therefore, no impact to other public facilities would occur.

XVI. Recreation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION:				
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?	☐	☐	☐	☒

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. As discussed in Section XIV, Population and Housing of this IS/MND, the project would not result in noticeable population growth. Thus, the project would not introduce a residential population into the area that would increase the use of existing parks or recreational facilities. The nearest recreational area is Reservoir Park which is approximately a half a mile from the Project Site. There could be occasional and limited visits to local parks by on-site employees, but that would involve small numbers of people for short periods of time, with minimal effect on the parks. Given these circumstances, the project would not have a noticeable contribution to the physical deterioration of any parks or recreational facilities in the area. No impact would occur.

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 does not include the construction or expansion of recreational facilities and thus it would not have an adverse effect on the environment in relation to the construction or expansion of recreational facilities. No impact would occur.

XVII. Transportation/Traffic

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION: *Would the project:*				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 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?	☐	☐	☒	☐

Discussion

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, taking into account all modes of transportation including transit, roadways, bicycle and pedestrian facilities??

Less than Significant Impact.

The City of Signal Hill General Plan Circulation Element includes policies addressing new development to "Ensure that new development results in the preservation and enhancement of the city's circulation system". These include:

- Ensure that necessary circulation system enhancements and expansions occur concurrently with new development and are consistent with the Los Angeles County CMP.
- Require that new development include circulation and utility system improvements, including dedication of land for widening of roadways and pedestrian and bicycle facilities, where appropriate, and construction of new public works facilities reasonably related to the impacts of the development and intended use on the existing systems.
- Develop and improve the circulation and utility systems by identifying and establishing a range of funding sources.
- Limit growth and development when the impacts of growth cannot be mitigated or will overtax the existing systems.
- Strengthen the framework for effective regional and local circulation system planning efforts.

- Ensure that new development provides adequate parking for anticipated uses; however, reductions in parking requirements should be considered where alternative modes of transportation or shared parking opportunities exist.

- Examine shared parking strategies for developments in mixed-use areas.

- Implement a parking management program for existing and new developments considering parking reductions or shared use parking strategies

The Project would develop underutilized property that is already served by the circulation system. The Project would include shared parking amongst the retail uses. Analysis of the traffic associated with the Project shows that no circulation system enhancements and expansions would be necessary (see Appendix D). As such, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system. Impacts would be less than significant.

b) Would the project conflict with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than Significant Impact.

CEQA Guidelines section 15064.3, subdivision (b)(1) states that land use projects that result in vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Section 15064.3, subdivision (b)(4) states that a lead agency had the discretion to choose the most appropriate methodology and subdivision (b)(3) states that qualitative analysis may be appropriate.

The City of Signal Hill has not officially adopted a threshold of significance but allows for the application of the City of Long Beach's Traffic Impact Analysis Guidelines adopted June 2020.

The City of Long Beach guidelines state that retail development that is 50,000 square feet (sf) or less is likely to be local-serving and tends to shorten trips. Furthermore, Section 15064.3, subdivision (b)(1) also states that "Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact". The additional retail space added by the Project would be less than 50,000 square feet and would be configured as local-serving uses. The intent of the uses proposed is not to draw regionally, but to meet the needs of the surrounding community. In addition, these uses would be added to an existing plaza, expanding the range of retail within one site, thereby allowing for a reduction in miles travelled by residents with multiple stops.

Self-storage facilities are also generally meant to serve the local community and therefore can be assumed to be a local-serving development which will reduce VMT. Therefore, the self-storage component of the Project can also be presumed to not conflict with CEQA Guidelines section 15064.3.

In addition, Section 15064.3, subdivision (b)(1) states that "generally, land use projects within one half mile of either an existing major transit stop or an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." Due to the Long Beach bus services along Atlantic Avenue, the Project is within one half mile of an existing high quality transit corridor.

Therefore, impacts would be less than significant.

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. Project development includes site improvements to the existing Target retail center and the construction of a storage facility. Surrounding land uses, which are urban in nature (commercial office, mixture of residential, educational, and a park), do not involve incompatible uses that would include farm equipment or other slow-moving vehicles that may be traveling along project area roadways.

Access points would be designed in accordance with City standards. The Project would support multiple uses with differing queuing patterns within a unified parking area. In addition, the location of the potential drive-through restaurant close to an access point creates the potential for vehicle queuing spilling into the public right of way. As such, in order to ensure that the Project would not result in an increase in hazards due to the design of the parking and circulation within the site, the mitigation identified below shall be incorporated into the Project.

Mitigation Measures

MM XVII-1: Parking Management Plan

- Prior to the issuance of occupancy permits for any new use within the Project site, the Applicant shall submit to the City for review and approval a Parking Management Plan (PMP) which shall outline the proposed allocation of parking supply and key parking management strategies to maximize the availability of parking for customers and employees of the Project. The PMP should identify, at a minimum, where the retail/commercial employees park within the site, evaluate queuing for drive-through operations, and identify the location of short-term parking spaces for service retail uses and/or food uses including take-out/curb side service.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The project's ingress/egress and circulation are required to meet the Los Angeles County Fire Department's standards, which ensure that new developments provide adequate access and circulation for fire engines and other emergency vehicles and provide adequate space for appropriate positioning of emergency response crews during emergencies. Therefore, since the proposed site plan is subject to review and approval by the Los Angeles County Fire Department and required to demonstrate compliance with standards pertaining to emergency access, prior to the issuance of a construction permit, the project would have a less than significant impact in relation to inadequate emergency access.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES:				
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), 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 Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion

a)i) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant Impact. As described in Section V, Cultural Resources, there are no known cultural resources, including tribal cultural resources, on the Project site that are listed or eligible for listing in the California Register of Historical Resources. Further, the Project would not adversely affect any nearby resources that are listed or eligible for listing. Therefore, potential impacts would be less than significant.

a)ii) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated. In accordance with AB 52 (Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, and 21084.2), the City of Signal Hill initiated communication with the Gabrieleño Band of Mission Indians Kizh -Nation to determine if the project site is within their ancestral tribal settlements and/or trade routes or otherwise of importance to Native Americans, which indicate a potential for encountering tribal cultural resources within the project site. Through communication with the Tribe, it was concluded that the area has the likely presence of subsurface cultural resources. As such, impacts are potentially significant. As a result of consultation with the Tribe, the Project shall incorporate the mitigation measures listed below, which would reduce Project's impacts to less than significant.

Mitigation Measures

MM XVIII-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:

- The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.

- The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.

- The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's

construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.

- Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

MM XVIII-2: Discovery of TCRs, Human Remains, and/or Grave Goods:

- Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.

- The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.

- If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)

- Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. §

15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

- Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)

- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.

- Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

- Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.

MM XVIII-3: Procedures for Burials, Funerary Remains, and Grave Goods:

- As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.

- If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.

- In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of

steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.

- Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.

- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: *Would the project:*				
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 inadequate 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?	☐	☐	☒	☐

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. On-site, the project would require the replacement of old and the installation of new utility infrastructure to serve the proposed new uses. The installation of infrastructure would occur during site construction and the depths and locations would be considered in the grading plan. Impacts related to construction of on-site utilities infrastructure would not result in any unique or more intensive types of impacts than general earthwork for the construction of the Project.

Off-site, the proposed project would require localized connections to the existing municipal storm drain, water, and wastewater facilities, as well as electricity lines and natural gas mains within the

surrounding roadways. No other modifications to existing off-site infrastructure facilities would be required. The construction associated with the utility service extensions and connections would likely result in generating dust, noise, or and/or circulation impacts. These impacts would be temporary and short-term, occurring only for portions of a normal construction workday and only in those areas where utility improvements are being constructed. Impacts related to construction of off-site utilities connections would not result in any unique or more intensive types of impacts than general earthwork for the construction of the Project.

Since the proposed project would not require the relocation or upgrade of utility services off-site and the impacts associated with the installation and extension of infrastructure on-site as well at the off-site connections would be temporary and conducted in accordance with the routine construction control methods noted above, the project would have a less than significant impact in relation to this issue.

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. Water demand for the proposed project would consist of interior plumbing devices, such as toilets, urinals, and sinks, and also outdoor irrigation of landscape areas. Consumption rates would depend on the individual tenant composition and the number of plumbing fixtures installed in each of the buildings.

The City is in the process of preparing an Urban Water Management Plan, pursuant to California Water Code Sections 10610–10656, since it now provides water service to more than 3,000 service connections. To forecast water supply needs over time, it will incorporate land use assumptions in the City's General Plan, along with regional growth forecasts and current development trends. The Project is consistent with the City's General Plan land use policies and with the SCAG growth projections for the City. As such, the Project is considered within the projections used to forecast water demand. The City's water supplies are considered to be stable and sufficient to support expected growth that could occur over the next several years. As such, the Project would not have a significant impact on water supplies.

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

Less than Significant Impact. Signal Hill sanitary sewers connect to the City of Long Beach sewer line, which flows into regional wastewater facilities maintained by the Los Angeles County Sanitation District 29. Since the Project is consistent with the growth projections for the City, it is expected that the additional wastewater flow associated with the Project can be accommodated within existing and already planned facilities. The project's impact would be less than significant.

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. In relation to solid waste standards, the California Department of Resources Recycling and Recovery (CalRecycle) reports target per capita disposal goals which are

expressed in pounds per day (ppd) per employee to track the solid waste generation of nonresidential land uses, such as the proposed light industrial project. As of 2016, the most recent reporting year, CalRecycle reported that Signal Hill had an average waste disposal rate of 4.3 ppd per employee, surpassing the City's per capita disposal target of 8.2 ppd per employee. The proposed project would generate additional solid waste; however, there are no unique characteristics of the proposed land use which would result in a higher than normal level of waste generation and disposal, compared to other similar land uses in the city.

The County of Los Angeles, Department of Public Works is responsible for continuing to ensure there is adequate landfill capacity for disposal of municipal wastes generated throughout the region. Through its Countywide Integrated Waste Management Plan (IWMP), the County regularly conducts needs assessments, forecasts of future waste generation and disposal patterns, and projections of landfill disposal capacities. Analysis prepared for the County's IWMP most recent 2016 annual report determined that there are at least 15 years of remaining landfill capacity on a countywide basis.

Because there are no unique solid waste generation characteristics of the proposed project, it would not impair the City's continuing efforts to achieve and surpass its target rate for rates of waste generation for nonresidential land uses. As such, the project would not significantly affect the capacity of the landfills serving this area, and the proposed project would not generate solid waste in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste goals.

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

Less than Significant Impact. In the short term, the project would generate construction-related waste. Section 8.08.55 of the City's Municipal Code requires construction and demolition debris generated in Signal Hill to be recycled to the greatest extent feasible to comply with state-mandated waste diversion requirements. Pursuant to Section 5.408 of the 2016 California Green Building Standards Code, at least 65 percent of all nonhazardous construction and demolition waste must be recycled or salvaged to avoid landfill disposal. A construction waste management plan must be submitted and implemented, with verification by the City's Building Official, to comply with this requirement.

Operation of the proposed project would comply with the City's solid waste reduction programs, which are designed to comply with federal, state, and local statutes and regulations related to solid waste. These statutes and regulations include the California Integrated Solid Waste Management Act, the California Beverage Container Recycling and Litter Reduction Act, and the City's solid waste disposal policies and practices. The California Integrated Solid Waste Management Act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste. EDCO offers recycling programs to Signal Hill businesses that allow employees and/or tenants to collect a variety of recyclable materials. Interested businesses would contract directly with EDCO to devise a recycling program tailored to the business and/or tenant (EDCO 2019).

The proposed project is required to comply with the current solid waste franchise's recycling system; therefore, it would comply with the City's and California's solid waste disposal regulations. As such, the proposed project would not result in a significant impact involving compliance with solid waste regulatory standards.

XX. Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard zones, would the project:				
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?	☐	☐	☐	☒

Discussion

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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. Since the four thresholds apply if a project site is located in a designated wildland fire hazard area and this site is not in such a place, the project would have no impacts concerning wildfire hazards.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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 which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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 with Mitigation Incorporated. The Project is located in a developed urban area. As indicated by the analysis in this Initial Study, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation described previously in this Initial Study would ensure that impacts to prehistoric resources would be reduced to a less than significant level. As such impacts would be less than significant, and no mitigation is required.

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)?

Less than Significant Impact. There are numerous applications under review by the City of Signal Hill, regarding a range of new construction proposals. Most are considered very minor, such as building additions, remodels, modifications to existing site layouts, or additions of accessory dwelling units to an existing single-family residential property. Since those represent limited changes to the environment with minor impacts, they are not further considered with respect to cumulative impacts associated with the proposed project. In addition, a number of projects have been identified within the surrounding area.

The Project is an urban infill development that is consistent with the growth projections of the City and SCAG . As such, the Project would not have a considerable contribution to impact categories for which planned facilities are based on community growth projections. Additionally, for some impact categories, the absence of a Project-specific impact is considered indicative of a less than significant contribution to cumulative effects. For example, SCAQMD recommends that a project be considered to result in a cumulatively considerable impact to air quality if the emissions from the project exceed the mass daily emissions thresholds. The impact of Greenhouse gas emissions is cumulative by definition and therefore a less than significant project impact is considered to indicate that the project would not have a considerable contribution to the cumulative impact. Likewise, a less than significant VMT impact would also indicate a less than significant cumulative VMT impact.

For impact categories that are locational in nature (such as Aesthetics, Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Wildfire) the Project would not contribute to cumulative effects due to its location. Through regulatory compliance and mitigation, the Project would have less than significant impacts on Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Tribal Cultural Resources. None of these other pending projects are close enough to the project site to cumulatively interact with regard to these topics and other projects in the community would be required to meet the same regulatory standards.

For the above reasons, the Project would not have a considerable contribution to cumulative impacts.

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

Less than Significant with Mitigation Incorporated. Based on the analysis contained in this Initial Study, the Project with the mitigation included in this Initial Study was found to have a less than significant effects on human beings, either directly or indirectly.

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