

INITIAL STUDY

**FIRE STATION NO. 9 AT 4101 LONG BEACH BOULEVARD
LONG BEACH, CALIFORNIA**

LSA

February 2022

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FIRE STATION NO. 9 AT 4101 LONG BEACH BOULEVARD LONG BEACH, CALIFORNIA

Submitted to:

City of Long Beach, Department of Development Services
Planning Bureau
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Long Beach, California 90802

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Project No. CLB1904.26



February 2022

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LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
bgs	below ground surface
BMPs	Best Management Practices
Cal EMA	California Emergency Management Agency
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CBC	California Building Code
CCA	Community Commercial Automobile-Oriented
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMP	Construction and Demolition Management Program
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
City	City of Long Beach
CNEL	Community Noise Equivalent Level
CSTMP	Construction Staging and Traffic Management Plan
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EFZ	Earthquake Fault Zone

EIR	Environmental Impact Report
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FCN	Founding and Contemporary Neighborhood
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
FIRM	Flood Insurance Rate Map
FRAP	Fire and Resources Assessment Program
ft	foot/feet
GHG	greenhouse gas
gpd	gallons per day
GWh	gigawatt-hour
HCP/NCCP	Habitat Conservation Plan/Natural Communities Conservation Plan
I-405	Interstate 405
I-710	Interstate 710
JOS	Joint Outfall System
JWPCP	Joint Water Pollution Control Plant
kWh	kilowatt-hour
LACSD	Los Angeles County Sanitation Districts
LBFD	Long Beach Fire Department
LBMC	Long Beach Municipal Code
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LBWRP	Long Beach Water Reclamation Plant
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LRA	Local Responsibility Area
LULA	limited use/limited application

LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MU-1	Mixed Use
NAHC	Native American Heritage Commission
NFPA	National Fire Prevention Association
NPDES	National Pollutant Discharge Elimination System
NSC-L	Neighborhood Serving Center or Corridor Low Density
PCH	Pacific Coast Highway
PRC	California Public Resources Code
proposed project	Fire Station No. 9 at 4101 Long Beach Boulevard
RECs	recognized environmental conditions
R-I-L	Residential large lot
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
sf	square foot/feet
SERRF	Southeast Resource Recovery Facility
SMARA	Surface Mining and Reclamation Act
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UBC	Uniform Building Code
Unified Program	Long Beach Certified Unified Program Agency
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

UWMP	Urban Water Management Plan
VEC	vapor encroachment concern
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound

1.0 PROJECT INFORMATION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study has been prepared for the proposed Fire Station No. 9 at Long Beach Boulevard (proposed project) in the City of Long Beach (City). Consistent with *State CEQA Guidelines* Section 15063, this Initial Study includes a description of the proposed project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This Initial Study evaluates the potential environmental impacts that may result from development of the proposed project and will determine what environmental documentation is appropriate. The City is the Lead Agency under CEQA and is responsible for preparation of the Initial Study and subsequent CEQA documentation and approval of the project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this Initial Study, its assumptions, or its conclusions should be referred to:

City of Long Beach
Maryanne Cronin, Planner
Long Beach Development Services | Planning Bureau
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802
Tel: (562) 570-5683
Email: LBDS-EIR-Comments@longbeach.gov

Public comments should be submitted on or before Tuesday, March 22, 2022.

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2.0 PROJECT DESCRIPTION

This section describes the proposed development of a new Fire Station No. 9 (proposed project) at 4101 Long Beach Boulevard that is evaluated in this Initial Study. A description of the proposed project's location, project characteristics, and required discretionary approvals is provided below.

2.1 PROJECT OVERVIEW

The proposed project would be located at 4101 Long Beach Boulevard (project site) in the City of Long Beach (City). The proposed project includes an approximately 12,780-square-foot (sf) two-story fire station and associated improvements. The proposed project is intended to meet the City's need to replace the original Fire Station No. 9, which was previously located at 3917 Long Beach Boulevard and is slated for demolition. The project site is currently developed with an approximately 5,000 sf office building, which would be demolished as a part of the proposed project.

2.2 PROJECT LOCATION AND SETTING

The 0.4-acre project site is located at the northwest corner of Long Beach Boulevard and East Randolph Place in the Los Cerritos neighborhood of the City. Long Beach is located in southern Los Angeles County. The project site is comprised of two parcels: Assessor's Parcel Number (APN) 7139-015-017 and APN 7139-015-010. Regional access to the project site is provided by Interstates 405 (I-405) and 710 (I-710), which are located approximately 1.2 miles south and 2 miles west of the project site, respectively. Local access to the project site is provided by Long Beach Boulevard and East Randolph Place. A regional depiction of the project site is presented on Figure 2.1, Regional Location.

Figure 2.2, Surrounding Land Uses, shows the existing land uses in the vicinity of the project site. As shown on Figure 2.2, the project site is surrounded by single-family residential uses to the northwest and west, a coffee shop and retail stores directly to the north, multi-family residential uses and office uses to the east across Long Beach Boulevard, and office uses to the south.

As shown on Figure 2.3, Existing Project Site Plan, the project site is currently developed with an approximately 5,000 sf single-story office building and related parking and landscaping. The building is currently occupied by Catalina Adventure Tours and would be demolished as part of the proposed project. The project site is generally flat in elevation.

2.3 CURRENT ZONING AND GENERAL PLAN DESIGNATIONS

The project site is comprised of two parcels that carry two different General Plan PlaceType designations.¹ As described above, the project site is currently comprised of APNs 7139-015-017

¹ Unlike most California cities, which include land use designations in their general plans that typically assign a specific land use type to each parcel and rely on traditional zoning to establish numeric development parameters (e.g., floor area ratios, density), the City's General Plan Land Use Element employs an innovative approach called PlaceTypes, which emphasizes flexibility and allows for a mix of compatible uses.

and 7139-015-010. APN 7139-015-017 is zoned Community Commercial Automobile-Oriented (CCA) and has a General Plan PlaceType of Neighborhood Serving Center or Corridor Low Density (NSC-L). APN 7139-015-010 is zoned Single-Family Residential, Large Lot (R-1-L) and has a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN). The proposed project would merge the parcels and rezone them to a consistent Mixed Use (MU-1) zoning designation. The proposed project also includes a General Plan Amendment to implement a consistent PlaceType (NSC-L) on the entire project site.

2.4 PROJECT CHARACTERISTICS

The proposed project would construct a 12,780 sf two-story fire station. Figure 2.4, Conceptual Site Plan, provides an overview of the proposed site plan, including the location of the proposed fire station, parking areas, trash enclosure, power transformer, landscaping, fencing, gates, and driveways. As shown on Figure 2.4, vehicular access to a secured firefighter parking area would be provided through the alley on the northern side of the project site. This parking area would also include an exit-only driveway onto Long Beach Boulevard, with a right-turn only restriction. The parking lot would include a total of 11 parking spaces, including one Americans with Disabilities Act (ADA)-compliant space. The 10 standard parking stalls would include 1 space reserved for low-emissions vehicles, and 2 electric vehicle (EV) charging spaces. All parking areas would be screened with decorative fencing.

Firefighting and emergency medical response vehicles, which are commonly referred to as apparatus, would exit the project site via a driveway off East Randolph Place, with three new traffic signals installed adjacent to the fire station on Long Beach Boulevard and East Randolph Place. The fire station's main public entrance, including an ADA-accessible ramp, would be located on Long Beach Boulevard. A security fence and secured pedestrian gate would be located along the project site's eastern boundary adjacent to the sidewalk. The existing fence wall on the western border of the project site would remain in place. The proposed project would include 15,032 sf of impervious surface area, an increase of 745 sf from existing conditions on the project site.

2.4.1 Project Objectives and Benefits

The following objectives have been established for the proposed project:

1. Return Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal of 6 minutes and 20 seconds for structure fires and 6 minutes for Advanced Life Support.
2. Provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design, including the provision of facilities for all genders.
3. Provide a new fire station with a secure apparatus bay to house a 32-foot Type 1 Fire Engine, a 22-foot Type 3 Brush Rig, a 22-foot Rescue Company Vehicle, and a 22-foot Battalion Chief Vehicle within an enclosed structure.
4. Provide a permanent structure for fire personnel that encourages efficient fire operation and adequate space for fire personnel health and well-being.

5. Provide a new fire station with a flexible layout that allows the Long Beach Fire Department to provide for current and future fire and public safety service demands for the next 50 years.
6. Provide a fire station that is complimentary with the context of the surrounding uses and structures.
7. Design a new fire station that is energy efficient and of high-quality design.

The proposed project would have the following benefits:

1. Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers.
2. Restoration of operations of Fire Station No. 9 within its service area in order to help meet the Long Beach Fire Department response time goals.
3. Provision of enhanced emergency response services from this new Fire Station facility, with the additional capacity to house a reserve Type 3 engine in the apparatus bay and a fire truck in the rear of the station.

2.4.2 Station Building

The proposed project's core facilities would accommodate eight on-duty personnel.

The station building's 5,600 sf first level would include:

- Three drive-through apparatus bays;
- Apparatus support spaces, including a workshop, medical storage and clean-up, turnout storage, and related janitorial facilities; and
- A public lobby, meeting room, restroom, and a station office.

The station building's 7,180 sf second level would include:

- Offices for the battalion chief and captains;
- Kitchen, storage pantry, dining area, dayroom, and laundry room;
- Private sleeping quarters with unisex restrooms;
- Mechanical, electrical, and communications rooms; and
- Vertical circulation, including two sets of stairs (gurney compliant) and an elevator.

The building's apparatus bays would be able to accommodate a Type 1 fire engine, a rescue company, and a battalion chief vehicle. The station would have additional storage capacity for a reserve Type 3 engine in the apparatus bay and a fire truck in the rear of the site. The apparatus bays would be sized to allow different combinations of response companies for potential future adaptation.

2.4.3 Exterior Design

Figure 2.5, North and East Building Elevations, and Figure 2.6, South and West Building Elevations, detail the proposed fire station elevations. As shown on Figures 2.5 and 2.6, the overall height of the fire station structure is proposed to be 32 feet (ft), 6 inches. The building exterior would incorporate a mixture of rain-screen systems (metallic and phenolic siding) over a masonry base consisting of metal and wood-like appearances that would be separated by a metal horizontal band in some locations. The eastern elevation along Long Beach Boulevard would have a screened window wall system at an acute corner of the building that would invite the public into the first level and provide natural light at the battalion chief work area on the second level. The building's massing would be articulated with vertical corner elements, horizontal wood banding, and the acute corner created by the street configuration. The building's eastern façade would feature an extended roof. The fire station's front door to Long Beach Boulevard would have a red metal screen wall system. All roof-mounted equipment would be shielded by a mechanical screen. The apparatus bays facing East Randolph Place would be outfitted with stainless-steel high-speed roll-up doors placed in a red frame. The fenestration would include a mixture of storefront systems and aluminum clad wood windows at the sleeping rooms.

2.4.4 Landscaping

A row of existing mature trees along the western boundary of the project site would be protected in place. Any trees that would be removed from the eastern border of the project site would be relocated off site. The balance of the project's landscaping would adhere to the City's landscape design requirements and would include drought-tolerant plants and low-flow irrigation systems. The landscape design would be suitable for bio-retention basins, as appropriate. The proposed project would include a low-volume subsurface drip irrigation system, employing a combination of subsurface in-line drip, point source drip, deep watering root bubblers, and low-volume matched precipitation overhead spray, as appropriate. The irrigation system would be separated into hydrozones based on the water needs of specific plants, with several water-saving measures included in the irrigation control system, such as a weather sensor that would collect evapotranspiration data. Planting areas under the roof cover of the proposed building would not be considered pervious surface area because of the shelter provided from the impervious roof covering.

2.4.5 Outdoor Lighting

All outdoor lighting would consist of light-emitting diode (LED) fixtures that would be directed downward to avoid light spill onto adjacent properties. Three pole lighting fixtures would be installed in the parking area. Wall lighting sconces would be located between the apparatus bays on the fire station's southern and northern elevations. Additional light fixtures would be installed along the various elevations of building.

2.4.6 Off-Site Improvements

Off-site improvements would include a new driveway apron from the proposed parking lot to Long Beach Boulevard. The sidewalks along the Long Beach Boulevard and East Randolph Place frontages would be replaced and the existing street trees protected in place or relocated, as necessary. A response driveway would be installed from the fire station to East Randolph Place, with "Keep

Clear” zones striped in front of the apparatus bay on East Randolph Place and in the Long Beach Boulevard/East Randolph Place intersection. As noted above, three new traffic signals would be installed at the intersection of East Randolph Place and on Long Beach Boulevard. The new traffic signals would include pedestrian crosswalks and would eliminate any parking within the intersection.

The alley on the north side of the project site would be widened by 2 ft, 6 inches, toward the proposed fire station and would be reconstructed with underground utilities and new pavement. The widening would be required to allow apparatus to enter the project site via the alley. The total improvement area of the alley would be 3,064 sf.

2.4.7 Infrastructure Improvements

The following infrastructure improvements would be included as part of the project:

- **Water.** The project would install on-site water lines that would connect to an existing 4-inch water distribution line in the alley northwest of the project site.
- **Fire Line Service.** The project would install an 8-inch ductile iron water main from the existing 12-inch water main on Long Beach Boulevard to the project site.
- **Sewer.** The project would install on-site sewer lines that would connect to an existing 8-inch sewer line in the east lane of Long Beach Boulevard.
- **Drainage.** Similar to existing conditions, stormwater runoff on the project site would drain toward Long Beach Boulevard. The proposed project’s drainage design would comply with Standard Urban Storm Water Mitigation Plan (SUSMP) requirements and the City would pay an in-lieu fee in conformance with its Low Impact Development (LID) Code. The proposed project would provide an equipment wash down area on the north side of the fire station.
- **Dry Utilities.** Dry utilities, including natural gas, electrical, and telecommunications services, would be provided to the site from existing infrastructure available in the alley northwest of the project site and along Long Beach Boulevard. The proposed project would connect to the existing infrastructure through established utility easement agreements. The proposed project would underground the existing overhead electrical lines along the project site’s Long Beach Boulevard frontage.

A trash enclosure and power transformer would be located adjacent to the alley on the northwest corner of the project site. A new wharf-type fire hydrant would be located in the northern section of the parking lot.

2.4.8 Operational Characteristics

The fire station would be equipped to house eight on-duty firefighters in a 24-hour shift in addition to a trainee. Personnel would be on site 24 hours per day, with a daily shift change at 7:00 a.m.

The station’s apparatus would use sirens when entering all intersections while responding to emergency calls; however, to avoid subjecting surrounding residences to excessive noise, sirens would only be used by exiting apparatus if there were vehicles driving on the street in the immediate vicinity of the station. In addition, as a courtesy to the residents in the surrounding

vicinity, station apparatus would minimize the use of the sirens at night and during sleeping hours, and sirens and horns would not be tested during the morning checks. Sirens would not be used in the alley on the northwest side of the project site.

2.4.9 Project Design Features

The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the California Building Standards Code (California Code of Regulations [CCR], Title 24).

The project would be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification and would include solar panels on the roof, low-flow plumbing fixtures, LED lighting, and energy-efficient heating and cooling systems supported by highly insulated roof and wall assemblies to reduce heating and cooling costs.

2.4.10 Best Management Practices

The proposed project would implement various Best Management Practices (BMPs) as part of the project design, including construction activity as well as stormwater and erosion control BMPs. These BMPs are summarized below.

2.4.10.1 Construction Activity BMPs

Standard BMPs would be implemented for the following construction activities:

- Water conservation practices to reduce the discharge of pollutants off site;
- Material delivery, storage, and use;
- Prevention, containing, and cleaning up spills;
- Managing solid and hazardous waste;
- Concrete waste management to reduce the discharge of Portland cement, concrete slurry, and asphalt; and
- Vehicle and equipment cleaning and maintenance.

2.4.10.2 Stormwater Control BMPs

Stormwater Control BMPs would be implemented for the following activities during operations:

- Non-stormwater discharges to drains;
- Vehicle and equipment washing and steam cleaning;
- Vehicle and equipment maintenance and repair;
- Outdoor loading and unloading of materials;
- Outdoor container storage of liquids;
- Outdoor processing equipment;
- Outdoor storage of raw materials;

- Waste handling and disposal;
- Building and grounds maintenance;
- Building repair, remodeling, and construction;
- Over-water activities; and
- Employee training.

2.4.10.3 Erosion Control BMPs

The following erosion control BMPs would be implemented during construction:

- A silt fence;
- A stabilized construction entrance;
- Dust controls;
- Construction sequencing;
- Sandbag barriers; and
- A temporary sediment basin.

2.5 PROJECT IMPLEMENTATION

Development of the proposed project would require demolition of the existing structures on the project site; excavation and grading of the site; delivery of materials and personnel; construction of the building area and parking lot; widening of the alleyway; the addition of three new traffic signals at the Long Beach Boulevard and East Randolph Place intersection; and landscaping of the project site. Construction of the proposed project is anticipated to commence in late summer 2022 and take approximately 16 months. Construction staging would occur at the northeast side of the project site where the proposed parking lot would be located.

Based on the preliminary grading plans, approximately 45 cubic yards of fill material would be required to be imported to the project site. Demolition, grading, and building activities would involve the use of standard earthmoving equipment such as large excavators, cranes, and other related equipment.

2.6 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary actions to be considered by the City as a part of the proposed project include:

- Certification of the EIR;
- Site Plan Review;
- Standards Variance;
- A General Plan Amendment to change the PlaceType designation for the project site to Neighborhood Serving Center or Corridor Low Density (NSC-L);
- A Zoning Amendment to change the zoning designation on the project site to Mixed Use (MU-1);
and
- Lot merger of the existing parcels on the project site.

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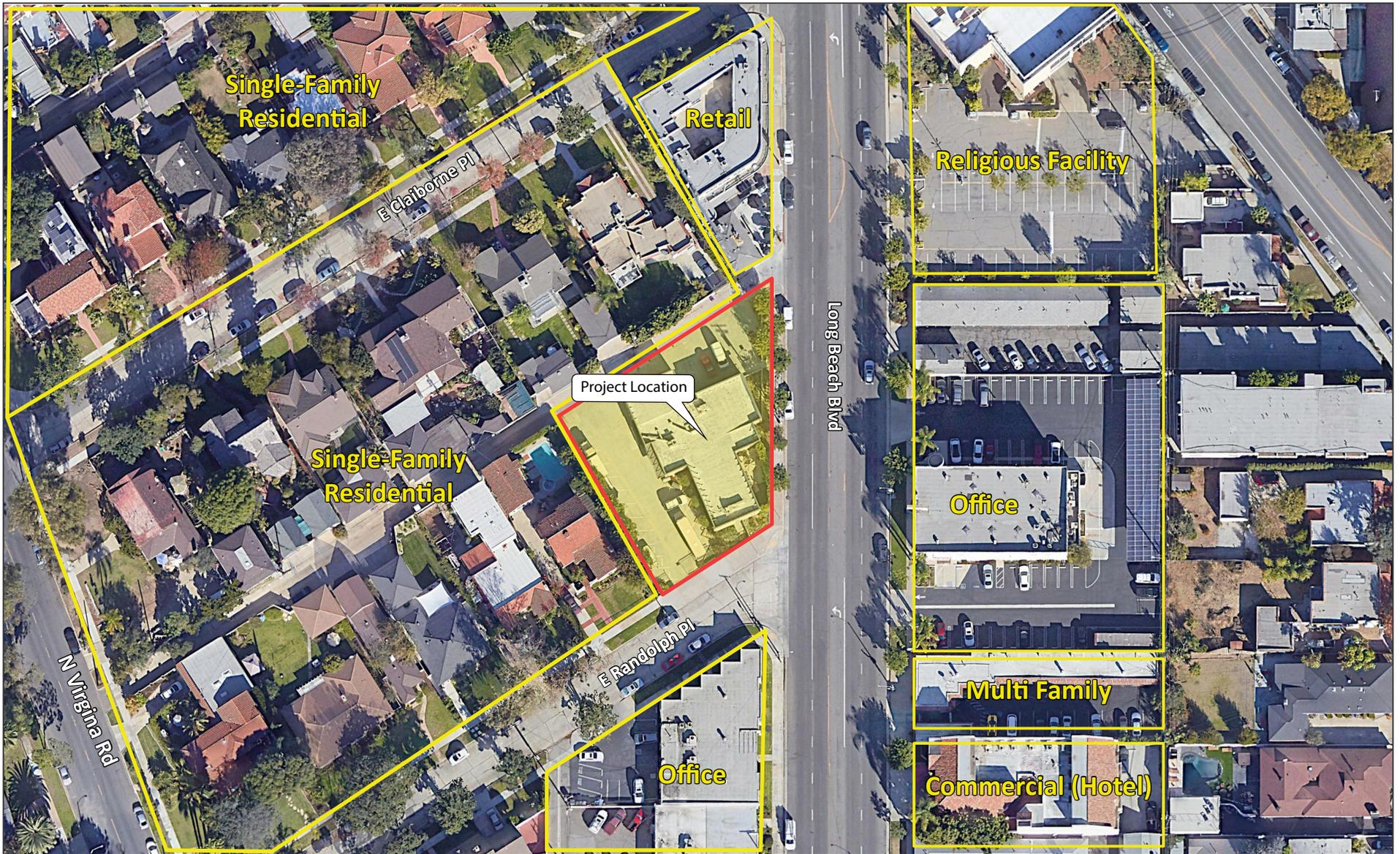


FIGURE 2.2

LSA

LEGEND

Project Site



0 50 100
FEET

SOURCE: Google Earth 2021

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Fire Station No. 9
Surrounding Land Uses

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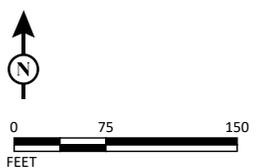
Long Beach Blvd

E Randolph Pl

FIGURE 2.3

LSA

LEGEND
Project Site



SOURCE: Google Maps 2021
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Fire Station No. 9
Existing Project Site Plan

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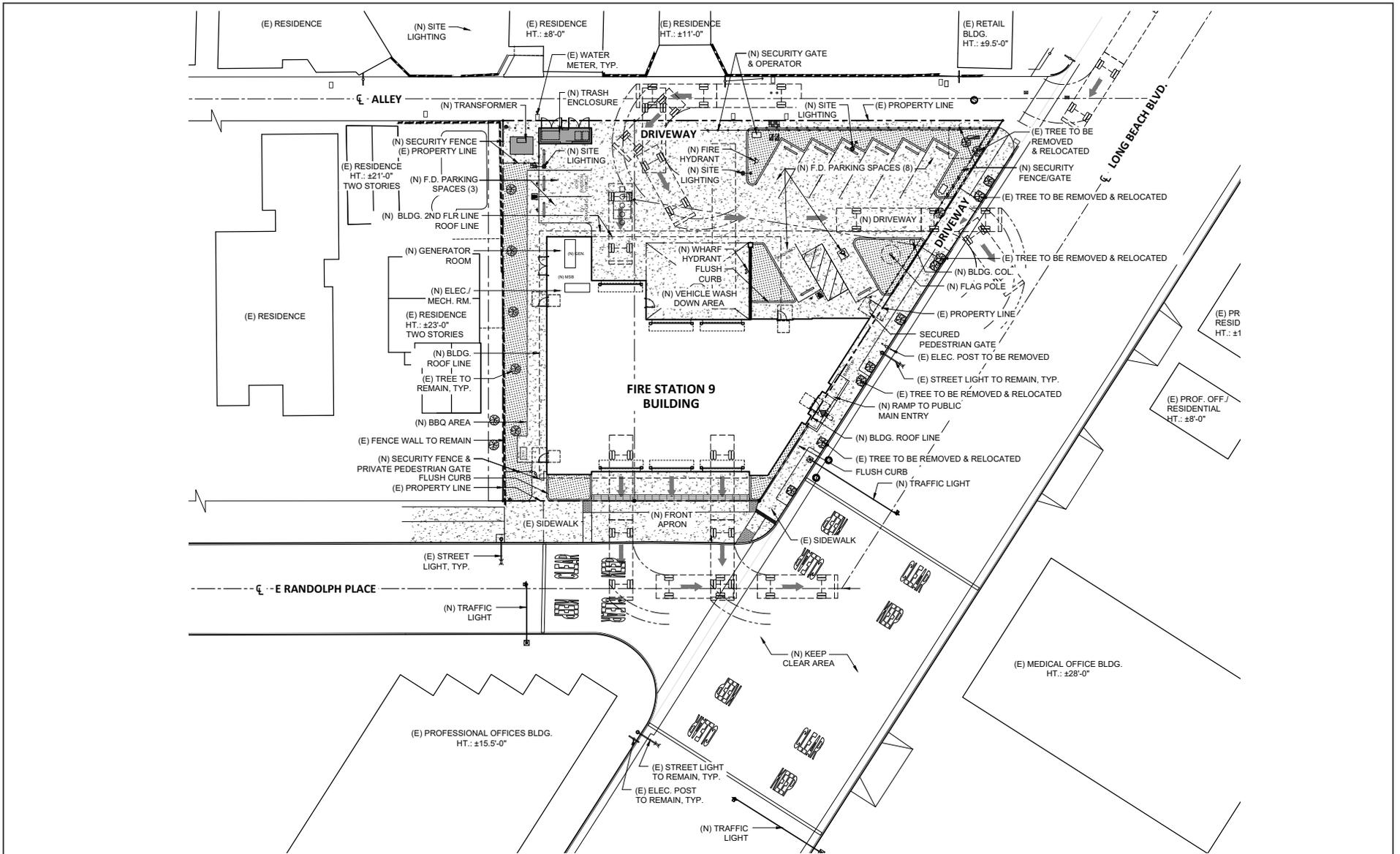


FIGURE 2.4

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SOURCE: Mary McGrath Architects

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Fire Station No. 9
Conceptual Site Plan

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1 NORTH ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"

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FIGURE 2.5



SOURCE: Mary Mcgrath Architects

Fire Station No. 9
North and East Building Elevations

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1 SOUTH ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"

LSA

FIGURE 2.6



SOURCE: Mary Mcgrath Architects

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Fire Station No. 9
South and West Building Elevations

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

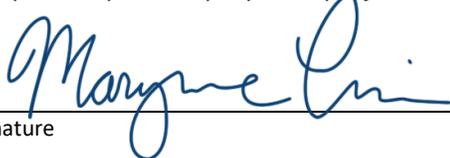
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 4.0.

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

3.1 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

2/15/22

Date

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.1 Impact Analysis

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

Less Than Significant Impact. A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

Scenic vistas afforded to the City include views of the Pacific Ocean and the Port of Long Beach to the south, distant views of the San Gabriel and San Bernardino Mountains to the north, and distant views of the Santa Ana Mountains to the east.

The City’s General Plan Urban Design Element,² which was adopted in December 2019, identifies existing scenic vistas in the City. Examples of these scenic vistas include the following: views along Alamitos Avenue south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline

² Long Beach Development Services. 2019. City of Long Beach General Plan Urban Design Element. October.

Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains. The City's General Plan Urban Design Element also designates the following scenic routes: the entire stretch of Ocean Boulevard (including the segment along the Belmont Peninsula); the entire stretch of Livingston Drive; the Promenade in Downtown; the Los Angeles River and San Gabriel River corridors; Appian Way along the Colorado Lagoon; Marine Stadium; Studebaker Road; the approach road to Rancho Los Cerritos; and the entire stretch of Pacific Coast Highway (PCH). The project site is not in the vicinity of any of these scenic vistas; however, it is approximately 0.3 mile southeast of the approach road to Rancho Los Cerritos (Virginia Road).

Although the proposed project may be partially visible from certain points along the approach road to Rancho Los Cerritos, several existing commercial buildings along Long Beach Boulevard are already visible from the approach road. Further, it is presumed that the approach road to Rancho Los Cerritos was selected as a scenic route because it is lined with mature trees on both sides and offers sweeping views of the golf course at the Virginia Country Club on either side. The proposed project would not remove any of the mature trees along the Rancho Los Cerritos approach road, nor would it modify any portion of the Virginia Country Club golf club. Further, the proposed project would comply with the applicable building height limits and policies included in the City's Land Use and Urban Design Elements. Therefore, the proposed project would not have a substantial effect on scenic views from the Rancho Los Cerritos approach road.

Further, the proposed project's building height of 32 ft, 6 inches, would not be tall enough to potentially obstruct any existing views.

The project site is located within an urbanized area that is predominantly developed with residential and commercial uses. Surrounding land uses are generally characterized by single-family residential, professional and medical office, and commercial uses. The exterior design of the fire station was developed to complement the neighborhood, blending in with the newer commercial buildings along Long Beach Boulevard. The overall height of the proposed project is 32 ft, 6 inches. The project site is currently divided by two PlaceType Designations. APN 7139-015-017, zoned Community Commercial Automobile-Oriented (CCA), has a two-story 28 ft height limit and a General Plan PlaceType of Neighborhood Serving Center or Corridor Low Density (NSC-L), which has a height limit of three stories. APN 7139-015-010, zoned R-1-L, has a two-story 25 ft height limit and a General Plan PlaceType of Founding and Contemporary Neighborhood (FCN), which has a height limit of two stories. The proposed project is consistent with the height limits for the NSC-L PlaceType but exceeds the FCN PlaceType height limit by 5 ft. The proposed fire station building would be consistent with the new Mixed Use (MU-1) zoning designation, which has a three-story 45 ft height limit.

Therefore, the proposed project would result in a less than significant impact on a scenic vista, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

No Impact. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping Program, there are no Designated or Proposed Scenic Highways in the vicinity of the project site.³ The nearest State highway that is eligible for official designation as a State Scenic Highway is a portion of PCH approximately 7 miles southeast of the project site. Due to distance and intervening land uses, no portion of the project site or surrounding area is viewable from the eligible portion of PCH. Therefore, implementation of the proposed project would not impact scenic resources within a State Scenic Highway. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

- c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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. According to the United States Census Bureau, the City of Long Beach is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.⁴ As described in the *State CEQA Guidelines* Section 15387 and defined by the United States Census Bureau, an “urbanized area” is a central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile.⁵ Because the City is located in an urbanized area, the project site is also located within an urbanized area.

As described above in the Response to Threshold 4.1(a), the Urban Design Element of the City’s General Plan designates the approach road to Rancho Los Cerritos, which is approximately 0.3 mile northwest of the project site, as a scenic route. However, as discussed above, the proposed project would not remove any of the mature trees along the Rancho Los Cerritos approach road, nor would it modify any portion of the Virginia Country Club golf club. Therefore, the proposed project would not conflict with City policy related to the protection of scenic views from the Rancho Los Cerritos approach road.

The project site is located in a built-out urbanized area and is comprised of two parcels with two zoning designations. The parcels are zoned Community Commercial Automobile-Oriented (CCA) and

³ California Department of Transportation (Caltrans). 2021. California State Scenic Highway System Map. Website: <https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a> (accessed November 12, 2021).

⁴ United States Census Bureau. 2010b. Los Angeles—Long Beach—Anaheim, CA Urbanized Area No. 51445. Website: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua51445_los_angeles--long_beach--anaheim_ca/DC10UA51445_000.pdf (accessed November 12, 2021).

⁵ United States Census Bureau. 2010a. Census Urban Area FAQs. Website: <https://www.census.gov/programs-surveys/geography/about/faq/2010-urban-area-faq.html> (accessed November 12, 2021).

Single-Family Residential, Large Lot (R-1-L). The proposed project would merge the parcels and rezone them as Mixed Use (MU-1). Although the project site is not consistent with the existing zoning, the proposed project design is consistent with the goals and policies of the General Plan Urban Design Element, such as Policies UD 2-5 and UD 2-7. Policy UD 2-5 states that building elements and landscaping should screen items such as aboveground wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions. The proposed project is consistent with this policy as it would underground the existing overhead electrical lines along the project site's Long Beach Boulevard frontage. The proposed project is consistent with Policy UD 2-27 which aims to identify, protect, and enhance designated scenic routes and iconic sites because the proposed project would not impact a designated route or iconic site.

The exterior design of the fire station was developed to complement the neighborhood, using a mixture of rain-screen systems (metallic and phenolic siding) over a masonry base consisting of metal and wood-like appearances that would be separated by a metal horizontal band in some locations, and blending in with the newer commercial buildings along Long Beach Boulevard. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

Less Than Significant Impact. In its existing condition, the project site produces exterior light and glare from a lighted surface parking area and wall-mounted building lighting. Light poles exist at the southwestern and northwestern corners of the existing surface parking lot and are an existing source of light on the project site. Existing sources of light in the project vicinity are typical of residential and commercial areas of the City and include streetlights and headlights on nearby roadways, building facade and interior lighting, and pole-mounted lighting in the parking areas of adjacent developments. Lighting from existing distant development within the City also contributes to the background lighting in the project vicinity.

The proposed project would result in the development of a fire station that would create an additional source of light or glare typical with urban development. Project implementation would create additional lighting sources on the project site associated with the proposed parking lot and security lighting. The parking lot would include three 12 ft light posts, two near the parking spaces on the eastern portion of the site and one next to the trash enclosure on the northwest site boundary.

Although the proposed project includes lighting, these light sources would be comparable to lighting in the existing condition and would replace some of the lighting associated with the current uses on site. All new lighting would comply with applicable regulations of the 2019 State Building Energy Efficiency Standards (Title 24). The proposed lighting sources would be similar to other lighting sources in the project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. Additionally, the proposed project would comply with the development regulations outlined in Section 21.41.259, Parking Areas- Lighting, of the City's Zoning Ordinance, which requires that parking lots be illuminated with directed and shielded

lights in order to prevent impacts to adjacent properties from light and glare. Landscaping and screening requirements set forth in the City's Zoning Ordinance would also reduce impacts created by lighting.

Daytime glare can result from natural sunlight reflecting from a shiny surface that would interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces. Some daytime glare is generated by the project site's existing uses. In its existing condition, potential sources of glare from the project site include window glass. The proposed project would include egress windows, which would be accompanied by overhangs and 4 x 4 ft aluminum trim tubes, which would significantly reduce potential glare. The western exterior wall would face residential uses but would include a greenscreen panel system with a landscaped wall that would reduce potential glare. Potential glare facing Long Beach Boulevard, from the eastern exterior wall, would be screened by mature trees. Additionally, the exterior materials used on the eastern wall would include burnished concrete and Fortina Louvers, which are slats that resemble wood. The north and south exterior walls face industrial and commercial uses and would include the same materials as the eastern wall, which would not generate significant impacts from glare. Therefore, daytime glare generated by the proposed project operation would not be considered substantial or affect the performance of an off-site activity.

Nighttime lighting and glare sources from the proposed project could also include lighting from interior and exterior building lighting, security lighting, signage, parking lot lighting, vehicle headlights, and flashing lights on fire apparatus. With the exception of the flashing lights associated with moving fire apparatus, the nighttime glare produced by most of these sources would be similar to the existing nighttime glare produced by the buildings and parking lots on the project site and the surrounding commercial uses along Long Beach Boulevard and would not result in enough glare to be considered substantial or affect nighttime views. Further, the proposed project's lighting would be required to comply with all applicable lighting standards in the City's Zoning Ordinance as discussed above. Flashing lights on the station's fire apparatus would only be operated when responding to emergency calls or during routine vehicle inspections and would only be visible from land uses surrounding the fire station for a very short duration during each instance. Therefore, the use of flashing lights would be fairly limited and would not result in enough light or glare to be considered substantial or affect nighttime views.

For these reasons, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the surrounding urban area, and project impacts would be less than significant. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

4.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Impact Analysis

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. According to the Los Angeles County Important Farmland Map, the entire project site and surrounding area is designated as “Urban and Built Up Land.”⁶ Development of the proposed project would not result in any impacts to Prime Farmland, Unique Farmland, or Farmland of

⁶ California Department of Conservation (DOC). 2018. Los Angeles County Important Farmland. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx (accessed September 27, 2021).

Statewide Importance. **Therefore, this topic will not be evaluated in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

No Impact. The Williamson Act was established to encourage the conservation of farmland and certain open space uses by way of lower property taxes to landowners of such property. According to the California Department of Conservation (DOC), the project site is not subject to a Williamson Act contract.⁷ Further, the project site is not zoned for agricultural use. Therefore, the proposed project would not conflict with zoning designations for agricultural use or land currently under a Williamson Act contract. **No impacts would occur, and as such, this topic will not be evaluated in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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. The project site is not zoned for, and does not contain, any forest land or timberland uses. Furthermore, there is no forest land or timberland within the vicinity of the project site. Therefore, the proposed project would not result in impacts to forestland or timberland. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

No Impact. The project site is not currently zoned or used for forest land or timber land and is located within an urbanized area. Therefore, implementation of the proposed project would not result in the loss or conversion of forest land to a non-forest use. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

⁷ DOC. 2016. Williamson Act. Website: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx (accessed September 27, 2021).

- 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. As stated above, there are no existing agricultural uses or forest lands on the project site. Therefore, development of the proposed project would not result in any changes in the environment that would result in the conversion of farmland or forests to non-agricultural use. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

4.3 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Impact Analysis

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

Potentially Significant Impact. The project site is located within the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the 2016 Air Quality Management Plan (2016 AQMP) in March 2017.

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards. Per the SCAQMD *CEQA Air Quality Handbook (April 1993)*, there are two main indicators of a project’s consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would exceed the 2016 AQMP’s assumptions for 2030 or yearly increments based on the year of project buildout and phasing.

A project-specific air quality analysis will be completed as part of the EIR to analyze the potential air quality emissions for the proposed project, and to determine whether the project would be consistent with the 2016 AQMP. The EIR will also identify appropriate and feasible mitigation measures, if necessary. **This topic will be analyzed further in the EIR.**

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

Potentially Significant Impact. The proposed project has the potential to result in significant short-term construction-related air quality impacts associated with demolition, grading and construction activity, and long-term air quality impacts primarily related to vehicular traffic. An air quality analysis will be completed as part of the EIR, and will determine whether there will be an increase in any criteria pollutants. The EIR will also identify appropriate and feasible mitigation measures, if necessary. **This topic will be analyzed further in the EIR.**

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

Potentially Significant Impact. The proposed project has the potential to result in significant short-term construction-related air quality impacts associated with demolition, grading and construction activity, and long-term air quality impacts primarily related to vehicular traffic. A comprehensive air quality analysis will be completed as part of the EIR, and will analyze potential impacts on sensitive receptors. The EIR will also identify appropriate and feasible mitigation measures, if necessary. **This topic will be analyzed further in the EIR.**

- 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. SCAQMD's *CEQA Air Quality Handbook* (1993) identifies various secondary significance criteria related to odorous air contaminants. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. The proposed project does not include any such uses or activities that would result in potentially significant odor impacts.

Some odors may emanate from the operation of diesel-powered construction equipment during construction of the proposed project. However, these odors would be limited to the construction period and would disperse quickly; therefore, these odors would be considered less than significant and would not require mitigation.

The proposed project includes a new fire station and off-site traffic signals, which would not produce objectionable odors. Although trash receptacles could be a source of odors, all project-generated refuse would be stored in a trash enclosure and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, no significant impacts related to objectionable odors would result from the proposed project, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.4 BIOLOGICAL RESOURCES

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

4.4.1 Impact Analysis

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

Less Than Significant Impact. The project site is currently developed with an office building. The project site is located within an urbanized area of the City, as the entirety of the surrounding vicinity has been previously developed. There are no native habitats within the project site with the potential to support sensitive plant and animal species. The project site contains ornamental landscaping and non-native trees, which could potentially support nests and roosting for bird species. However, if vegetation removal were to occur during the nesting bird season (January 1 through September 30), a pre-construction survey would be required to ensure that any active nests are identified and appropriate measures taken to ensure that impacts to nesting species are in compliance with regulations established in the Migratory Bird Treaty Act of 1918 (MBTA) (refer to Compliance Measure BIO-1, below). The MBTA governs the taking and killing of migratory birds,

their eggs, parts, and nests, and prohibits the take of any migratory bird, its eggs, parts, and nests. Compliance with this federal law would ensure project implementation would not impact nesting birds. No other impacts to candidate, sensitive, or special-status species are anticipated from implementation of the proposed project. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

Compliance Measure BIO-1 **Compliance with Migratory Bird Treaty Act (MBTA).** Tree and vegetation removal shall be restricted to outside the active nesting season (January 1 through September 30). If construction is proposed between January 1 and September 30, a qualified biologist familiar with local avian species and the requirements of the MBTA and the California Fish and Game Code shall conduct a pre-construction survey for nesting birds no more than 3 days prior to construction. The survey shall include the entire area that will be disturbed. The results of the survey shall be recorded in a memorandum and submitted to the City of Long Beach (City) Director of Development Services, or designee, within 48 hours. If the survey is positive, and the nesting species are subject to the MBTA or the California Fish and Game Code, the memorandum shall be submitted to the California Department of Fish and Wildlife (CDFW) to determine appropriate action. If nesting birds are present, a qualified biologist shall be retained to monitor the site during initial vegetation clearing and grading, as well as during other activities that would have the potential to disrupt nesting behavior. The monitor shall be empowered by the City to halt construction work in the vicinity of the nesting birds if the monitor believes the nest is at risk of failure or the birds are excessively disturbed.

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

Less Than Significant Impact. As stated in Response 4.4.1(a) above, the project site is entirely developed with an office building, parking, associated infrastructure and ornamental landscaping. There are no riparian habitats or other sensitive natural communities as identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Therefore, development of the proposed project is not anticipated to have an impact on any riparian habitat or other sensitive natural community. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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?

Less Than Significant Impact. The project site is currently developed and located within a highly urbanized area, and as such, does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the proposed project would have no impact on federally protected wetlands. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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 Impact. The project site is located in an urbanized area of the City that is developed with residential and commercial uses. Within the vicinity of the project site, there are no large areas of natural habitat that would facilitate migratory fish or wildlife movement or serve as a wildlife corridor. As described in Response 4.4.1(a) above, construction of the proposed project would be required to comply with the MBTA. Compliance with this federal law would ensure that project implementation would not impact migratory wildlife. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

Less Than Significant Impact. Construction of the proposed project would result in the removal of several trees along the eastern side of the project site; however, no street trees would be removed or planted as a part of the proposed project. Any tree relocation or removal would occur within the project site. The City's General Plan Conservation Element (1973) and Open Space and Recreation Element (2002) does not contain a tree preservation policy. In addition, it should be noted that these trees are non-native and are not considered sensitive biological resources. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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. There is no Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) for Long Beach or the project site specifically. Therefore, implementation of the proposed project would not result in any impacts to an HCP or NCCP, or other approved local, regional, or State HCP. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

4.5 CULTURAL RESOURCES

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

This section is based on the results of the Historic Resources Evaluation (LSA 2021) provided in Appendix A. The evaluation included archival research, an intensive-level pedestrian survey, a brief reconnaissance-level (windshield) survey, and evaluation using the criteria for listing in the California Register of Historical Resources (California Register) and City of Long Beach Landmark designation. The property was documented on Department of Parks and Recreation (DPR) 523 forms for evaluation.

4.5.1 Impact Analysis

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

No Impact. The Historic Resources Evaluation (LSA 2021) (Appendix A) was prepared to evaluate the potential for the proposed project to cause substantial adverse changes to any historical resources that may exist in or around the project site. The project site is currently developed with a commercial building that was constructed in 1951. Because the building is 50 years of age or older, in compliance with the California Environmental Quality Act (CEQA), it was evaluated for historical significance as part of the environmental review process for the project. According to the Historic Resources Evaluation, the office building on the project site was not determined to be a historic resource. As discussed in further detail in the Historical Resources Evaluation, the office building has sustained at least three large additions and an exterior remodel. These modifications have impaired the building’s integrity of materials, design, workmanship, feeling, and association to the degree that it no longer conveys an association with its period of significance. Furthermore, no evidence was found that it is associated with any historically significant people or is the work of a master. Therefore, the office building on the project site is not eligible for listing in the California Register or for designation as a local landmark. No impact would occur, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

Potentially Significant Impact. The soils on the project site have been disturbed previously from development of the existing office building on site, landscaping, parking, and associated

infrastructure. However, new ground-disturbing activities associated with project construction activities could have the potential to unearth any previously unknown archaeological resources. Therefore, a records search will be completed to further analyze impacts to potential archaeological resources. **This topic will be analyzed further in the EIR.**

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

Less than Significant Impact. The project site is not located near or adjacent to any formal cemeteries, and there are no human remains interred on the project site. Additionally, as is indicated previously, due to the developed nature of the project site, the likelihood of encountering buried cultural resources anywhere within the project site is very low. Therefore, such impacts are considered less than significant. No known human remains are present on the project site, and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried on the project site. However, buried and undiscovered archaeological remains, including human remains, may be present below the ground surface in portions of the project site. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during project grading, the construction contractor would be required to notify the proper authorities and adhere to standard procedures that would ensure the respectful handling of human remains during the earthmoving activities.

Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The construction contractor, the City, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions (specified in Compliance Measure CUL-1) would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

Compliance Measure CUL-1 Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD).

With the permission of the City of Long Beach (City), the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City Development Services Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.6 ENERGY

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

4.6.1 Impact Analysis

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

Potentially Significant Impact. The proposed project includes the demolition of an existing building on the project site and the construction of a 12,780 sf two-story building to be used as a fire station. Construction of the proposed project would require demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from non-renewable resources. Energy consumption related to project operations would include transportation energy demands (energy consumed by fire trucks, employee and patron vehicles), and building energy for heating/cooling, and cooking. Consumption of energy resources will be evaluated as part of the EIR, analyzing short-term and long-term impacts of the project. The EIR will also identify appropriate and feasible mitigation measures, if necessary. **This topic will be evaluated further in the EIR.**

- b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Potentially Significant Impact. The proposed project has the potential to result in significant short-term construction-related and long-term operational energy impacts. A consistency analysis will be conducted to determine if the project conflicts with or obstructs a State or local plan for renewable energy or energy efficiency. As such, impacts to energy resources will be evaluated as part of the EIR, analyzing short-term and long-term impacts of the project, as well as project consistency with State and local plans related to energy. The EIR will also identify appropriate and feasible mitigation measures, if necessary. **This topic will be evaluated further in the EIR.**

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.1 Impact Analysis

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

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

Less Than Significant Impact. According to the Alquist-Priolo Earthquake Fault Zones delineated by the California Geological Survey (CGS), there are no known active earthquake faults on the project site.⁸ However, as discussed in the *Geotechnical Investigation Report* (Twining, July 2021) prepared for the proposed project and included as Appendix B, while the site is not located within a State of

⁸ California Department of Conservation (DOC). 2019. California Earthquake Hazards Zone Application. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (accessed September 28, 2021).

California Earthquake Fault Zone, the boundary of the closest Alquist-Priolo Earthquake Fault Zone (EFZ) is the Long Beach Fault Zone (part of the Newport-Inglewood Fault Zone) which is located approximately 0.6 mile southwest of the project site.

Given the City's location in the seismically active area of Southern California, the proposed project would be required to comply with General Plan LU Policy 20-12, which requires compliance with current building codes to reduce potential impacts associated with seismic hazards. Therefore, the proposed project would not result in any impacts related to the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

ii. Strong seismic ground shaking?

Less Than Significant Impact. Although there are no known active faults running through the project site, the City is located in a seismically active region (Southern California). As described in Response 4.7.1(a)(i) above, the nearest known active fault zone is the Long Beach Fault Zone (part of the Newport-Inglewood fault). All development in the City is required to adhere to the California Building Standards Code (California Code of Regulations [CCR], Title 24) and the Uniform Building Code (UBC). The proposed project would be required to comply with LU Policy 20-12, which requires compliance with current building codes to reduce potential impacts associated with seismic hazards. In addition, implementation of recommendations outlined in the project-specific *Geotechnical Investigation Report* (Appendix B) as required in Compliance Measure GEO-1 would reduce potential impacts from seismic ground shaking. These measures include requiring the structural design of foundations be performed by the structural engineer and conform to the 2019 California Building Code. With implementation of Compliance Measure GEO-1, and compliance with LU Policy 20-12, impacts associated with exposing people or structures to substantial adverse effects related to strong seismic ground shaking would be reduced to a less than significant level. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

Compliance Measure GEO-1 Compliance with the Recommendations in the Project Geotechnical Investigation Report. The City's Construction Contractor shall implement the recommendations of the *Geotechnical Investigation Report* prepared for this project (Twining 2021) and applicable sections of the most current California Building Code (CBC). Prior to the issuance of building permits for planned structures, the Project Soils Engineer shall review building plans to verify that the structural design conforms to the requirements of the *Geotechnical Investigation Report* and the City of Long Beach Municipal Code. In accordance with the *Geotechnical Investigation Report*, overexcavation beneath the proposed building foundations would be required and, if necessary, the placement of engineered fill.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The project site is not within a state-designated Zone of required investigation for liquefaction according to the CGS (2021) (Twining 2021). Based on the great depth of groundwater (exploratory borings to a depth of 81.5 ft encountered no groundwater), and site subsurface conditions, liquefaction potential and seismic settlement at the site is low. As discussed in Response 4.7.1(a)(i), the proposed project would be required to comply with LU Policy 20-12, which requires compliance with current building codes to reduce potential impacts associated with seismic hazards. In addition, implementation of recommendations outlined in the *Geotechnical Investigation Report* as required by Compliance Measure GEO-1 would reduce potential impacts to a less than significant level. In accordance with the *Geotechnical Investigation Report*, structural design of foundations should be performed by the structural engineer and should conform to the 2019 California Building Code. As such, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of seismic-related failure or liquefaction. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

iv. Landslides?

Less Than Significant Impact. As described in the *Geotechnical Investigation Report* (July 2021) prepared for the project, the project site is not within an area with the potential for earthquake-induced landslides. The project site is flat and not close to significant slopes; therefore, the potential for earthquake-induced landslides to occur at the site is considered negligible. The proposed project would be required to comply with LU Policy 20-12, which requires compliance with current building codes to reduce potential impacts associated with seismic hazards. As such, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of seismic-related failure (e.g., liquefaction or landslides). **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

Less Than Significant Impact. Construction of the proposed project would require grading and other soil-disturbing construction activities. These construction activities may result in increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil and siltation could occur at an accelerated rate. The proposed project would be required to comply with the Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) (see Compliance Measure HYD-1, in Section 4.10, Hydrology and Water Quality). The SWPPP would detail Erosion Control and Sediment Control Best Management Practices (BMPs) to be implemented during project construction to minimize erosion and retain sediment on site. With compliance with the requirements of the Construction General Permit and with implementation of the construction BMPs, construction impacts related to on-site erosion during construction would be less than significant, and no mitigation is required.

As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would increase the amount of impervious area of the project site by 745 sf, approximately 5 percent of the proposed

total impervious surface. Therefore, on-site stormwater flows would experience a negligible increase. These impervious surface areas would not be prone to erosion or siltation because they would not include any loose soil. The pervious surface areas on the project site would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Therefore, on-site erosion impacts would be minimal. For these reasons, operational impacts related to substantial on-site erosion would be less than significant, and no mitigation is required. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. Because the project site is located in a relatively flat area with no significant slopes nearby, landslides or other forms of natural slope instability do not represent a significant hazard to the project. In addition, as stated above, the site is not within a State-designated hazard zone for an earthquake-induced landslide. Therefore, potential impacts related to landslides would be less than significant, and no mitigation is required.

Lateral spreading often occurs on very gentle slopes or flat terrain. The dominant mode of movement is lateral extension accompanied by shear or tensile fracture. This failure is caused by liquefaction and is usually triggered by rapid ground motion, such as that experienced during an earthquake, but can also be artificially induced. When coherent material, either bedrock or soil, rests on materials that liquefy, the upper units may undergo fracturing and extension and may then subside, translate, rotate, disintegrate, or liquefy and flow. The *Geotechnical Investigation Report* indicates that lateral spreading is not a potential concern with respect to the proposed project. Therefore, potential impacts related to lateral spreading would be less than significant, and no mitigation is required.

Subsidence refers to broad-scale changes in the elevation of land. Common causes of land subsidence are pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils (hydrocompaction). Subsidence is also caused by heavy loads generated by large earthmoving equipment. As stated in the *Geotechnical Investigation Report*, construction dewatering is not anticipated to be required. To minimize the potential for differential settlement, the *Geotechnical Investigation Report* recommends overexcavation beneath the proposed building foundations and, if necessary, the placement of engineered fill (Compliance Measure GEO-1). The project site is not located within an area of known subsidence that may be associated with groundwater, peat loss, or oil extraction. Therefore, the proposed project would not be subject to potential geotechnical hazards related to subsidence, and no mitigation is required.

Implementation of Compliance Measure GEO-1 and compliance with LU Policy 20-12 would be required to address the proposed project's impacts with respect to compressible soils. Provided that design and remedial grading and ground improvement (as necessary) are performed in accordance

with the applicable requirements in the California Building Code (adopted by the City as its Building Code with certain amendments), and current standards of practice in the area, excessive settlement resulting from compression of existing undocumented fill on the project site would be reduced to a less than significant level. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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. According to the *Geotechnical Investigation Report* (July 2021) prepared for the proposed project, the expansion and collapse potential is low at the project site. Soil expansion and collapse potentials were considered to have negligible impacts on project design and construction. **This topic will not be evaluated further in the EIR, unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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. The proposed project would not use septic tanks or alternative wastewater disposal systems. The proposed project would connect to existing sanitary sewer and wastewater facilities, which will conform to the requirements of Long Beach Water Department. Compliance with the California Building Code currently in effect and preparation of site-specific geology and soils engineering studies would ensure that the proposed project would not result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

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

Less Than Significant Impact. The project site is located within an urbanized area that has been previously graded and paved. Due to previous development on the project site, any paleontological resources or unique geologic features that may have been present at one time would likely have been previously disturbed and therefore the likelihood of encountering intact resources is low. Excavation activities are not expected to extend more than 3–5 ft below ground surface (bgs); however, in the event that unanticipated fossil discovery occurs during construction or excavation, implementation of Compliance Measure GEO-2 would reduce potential impacts to a less than significant level. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

Compliance Measure GEO-2 Discovery of Paleontological Resources. In the event that Paleontological Resources are encountered during construction, in accordance with Society of Vertebrate Paleontology (SVP) 2010

guidelines, no further disturbance shall occur until a qualified professional paleontologist is notified and retained to evaluate the discovery. The retained paleontologist shall determine the significance of the discovery and determine if additional mitigation or treatment is warranted. Development in the area of discovery shall resume when the discovered resource is properly documented, and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed and permanently curated in an approved regional museum repository.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Impact Analysis

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact. During construction of the proposed project, construction equipment and vehicles would generate greenhouse gas (GHG) emissions. In addition, the proposed project would use energy and generate vehicle trips during long-term operations, which would also contribute to the emission of GHGs. A technical study analyzing GHG emissions associated with both the short-term construction and long-term operational impacts of the proposed project will be prepared and summarized in the EIR. The project’s consistency with applicable plans, policies, and regulations related to reducing GHG emissions will also be addressed in the EIR. Mitigation will be proposed, if necessary. **This topic will be evaluated further in the EIR.**

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion and analysis provided in this section is based on the *Phase I Environmental Site Assessment (ESA), 4101 Long Beach Boulevard, Long Beach, California 90807* (Phase I ESA) (SCS Engineers; October 7, 2020) and the *Phase II Soil Vapor Site Investigation* (Phase II Investigation) (SCS Engineers; November 10, 2020) (both studies are included in Appendix C of this Initial Study).

4.9.1 Impact Analysis

- 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. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable,

reactive, and irritant, or strong sensitizer.⁹ Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency (USEPA) “hazardous waste” regulations. These hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials are affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Construction. During demolition and construction activities for the proposed project, there is a possibility of generating small quantities of hazardous materials. The construction phase of the proposed project would include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the California Code of Regulations (CCR, Title 22).

Any associated risk would be adequately reduced to a level that is less than significant through compliance with these standards and regulations; thus, the limited use and storage of hazardous materials during construction of the proposed project would not pose a significant hazard to the public or the environment. Accordingly, the potential for the release of hazardous materials during project construction would be low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

Operation. When used and stored properly and in compliance with local, State, and federal regulations, hazardous materials used and stored on the project site during operation would not result in a significant hazard to visitors or the environment. The project proposes vehicle parking and would include on-site cleaning and light maintenance of fire apparatus assigned to the fire station.

The Long Beach Certified Unified Program Agency (Unified Program) is the administering agency for the chemical inventory and business emergency plan regulations for the City. The Unified Program combines both the Long Beach Fire Department (LBFD) and the Health Department into one primary agency responsible for hazardous materials management in the City. The Long Beach Unified Program makes information regarding the appropriate handling, storage, and disposal of all hazardous chemical waste generated in the City publicly available to all residents

⁹ A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor, Occupational Safety and Health Administration, Appendix A to Section 1910.1200, Health Hazard Criteria. Website: <https://www.osha.gov/laws-regs/regulations/standardnumber/1910/1910.1200AppA> [accessed December 22, 2021]).

and workers in the City. Because these resources are available to anyone in the City and the LBFD is responsible for administering the Unified Program, it is reasonable to conclude that LBFD workers on the site would use such programs to properly dispose of hazardous waste.

All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the proposed project would be required to comply with all federal, State, and local laws regulating the management and use of hazardous materials. Therefore, the proposed project would result in a less than significant impact with regard to the routine transport, use, or disposal of hazardous material. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- 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. Construction activities associated with the proposed project would include site preparation and demolition activities, building construction, paving, and the implementation of ornamental landscaping and pedestrian improvements. In the event that unknown hazardous materials are discovered on site during project construction, the project contractor would be required to notify the Unified Program, who would then determine the next steps regarding possible site evacuation, sampling, and disposal of the substance consistent with local, State, and federal regulations. In addition, the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, further reducing potential impacts to a less than significant level.

The project site has been previously developed with commercial uses. As such, there is potential for uncovering hazardous materials in the soil during construction activities. A Phase I ESA was prepared for project site in 2020 to evaluate the project site for potential Recognized Environmental Concerns (RECs) that are present and/or off-site conditions that may impact the project site. A REC can be defined as the presence or likely presence of any hazardous substances or petroleum products at the subject property under any of the following conditions: (1) due to a release into the environment; (2) under conditions indicative of a release into the environment; or (3) under conditions that pose a material threat of a future release to the environment. The Phase I ESA found the historical presence of activities in the vicinity of the project site that constitute a potential vapor encroachment concern (VEC), with potential concern for migration of contaminants onto the project site. This issue represents a potential REC affecting the project site. A gasoline service station was located to the north of the project site from at least 1935 to 1939. Agency records indicated that a dry-cleaning business operated on the adjacent property to the north in 1948 and in the 1990s. Another dry cleaner with documented use of chlorinated solvents has been located approximately 240 ft to the north of the project site since at least 1994. Gas stations typically have underground fuel storage tanks and dry cleaners commonly use chlorinated solvents. The Phase I ESA recommended the

preparation of a *Phase II Soil Vapor Site Investigation*, which was conducted in November 2020, to evaluate the potential for volatile organic compounds (VOC) to migrate to the project site from current and/or past off-site activities.

As described in further detail in the *Phase II Soil Vapor Site Investigation*, a soil vapor investigation completed at the project site detected low concentrations of benzene in subsurface soil vapor samples taken throughout the project site. Given that the benzene levels were below applicable screening levels established by the California Department of Toxic Substances Control (DTSC) for residential and commercial/industrial land uses, and no other VOCs were detected, they do not represent a significant risk to human health from vapor intrusion. Based on the results of the *Phase I ESA* and the *Phase II Soil Vapor Site Investigation*, none of the off-site uses surrounding the project site are a VEC or REC and no further investigation is warranted or recommended. Therefore, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

Operation. As stated previously, hazardous substances associated with the proposed fire station would be limited in both amount and use such that they can be contained (stored or confined within a specific area) without impacting the environment. Project operation would involve the use of potentially hazardous materials typical of fire station uses (e.g., solvents, cleaning agents, paints, fertilizers, and pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to visitors or workers in the vicinity of the proposed project. Therefore, operation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- 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. The nearest school to the project site is the Oakwood Academy, which is approximately 0.26 mile south of the project site at 3850 Long Beach Boulevard in the City.

As previously stated, the proposed project would not result in a significant hazard affecting the public during project construction or operation. Furthermore, operation of the proposed project would not result in significant impacts associated with hazardous materials because all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project does not involve activities that would result in the emissions of hazardous materials or acutely hazardous substances, and because the closest school is greater than 0.25 mile away from the project site, impacts would be less than significant, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- 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. According to the DTSC EnviroStor database, the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, corrective action site, or tiered permit site.¹⁰ In addition, none of these sites are located within 3,000 ft of the project site. Review of the State Water Resources Control Board (SWRCB) GeoTracker database confirms that the project site is not on a Leaking Underground Storage Tank (LUST) Cleanup site.¹¹ There are three LUST sites within 3,000 ft of the project site, which have all been completed and are classified as “case closed.” The project site is not located on a list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit¹² or active cease and desist orders and cleanup and abatement orders.¹³ The Phase I ESA corroborates that the project site is not listed on any federal, tribal, or State-equivalent databases for hazardous sites. All use, storage, transport and disposal of hazardous materials (including any small amounts of hazardous wastes) during construction and operational activities will be performed in accordance with existing local, State, and federal hazardous materials regulations. Because the project site is not listed on the DTSC Hazardous Waste and Substances Site List (Cortese List, compiled pursuant to Section 65962.5 of the Government Code),¹⁴ impacts related to this topic are considered less than significant. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- e. *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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 to the project site is Long Beach Airport located at 4100 Donald Douglas Drive in the City of Long Beach, approximately 1.5 miles southeast of the project site. The project site is located outside the boundaries of the Long Beach Airport Planning Boundary/Airport Influence Area.¹⁵ However, according to the Los Angeles County Airport

¹⁰ California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=19970011 (accessed September 29, 2021).

¹¹ State Water Resources Control Board (SWRCB). GeoTracker database. Website: <https://geotracker.waterboards.ca.gov/map/> (accessed September 29, 2021).

¹² California Environmental Protection Agency (CalEPA). Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit. Website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf> (accessed September 29, 2021).

¹³ CalEPA. Cortese List Data Resources. Website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/> (accessed September 29, 2021).

¹⁴ Ibid.

¹⁵ Los Angeles County Airport Land Use Commission. Long Beach Airport Influence Area. Website: https://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf (accessed December 2021).

Land Use Plan 1991 (revised in 2004), the project site is located in the Federal Aviation Administration's (FAA) Part 77 Notification Area. The purpose of the FAA Part 77 Notification process is to ensure protection of the airspace essential to the safe operation of aircraft at and around airports. Height restrictions range from a maximum of 36 ft in areas closest to the airport, to a maximum of 176 ft towards the outer boundaries of the Plan Area. Construction of structures within the FAA's Part 77 Notification Area require that the FAA be notified of construction of any proposed structure(s) which exceed a 50 to 1 imaginary surface slope ratio within 10,000 ft of the nearest runway at a public use airport. The FAA would then be responsible for reviewing the height of the proposed structures and determining whether they pose a potential aviation hazard. The proposed project includes a General Plan Amendment to implement a consistent PlaceType (Neighborhood Serving Center or Corridor Low Density [NSC-L]) on the entire project site. The ALUC cleared the implementation of the NSC-L PlaceType on properties that are in close vicinity of the Long Beach Airport in association with the City's adoption of the Land Use Element update in 2019; therefore, the new fire station would not create any new safety hazards related to any nearby airports. With adherence to the regulatory standards provided in Compliance Measure HAZ-1, implementation of the proposed project would result in less than significant impacts related to safety hazards for people working in the project area. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

Compliance Measure HAZ-1 **Federal Aviation Regulation Title 14 Part 77.** The City of Long Beach (City) shall notify the Federal Aviation Administration (FAA) 45 days prior to construction activities of any proposed structure(s) that would be located within 10,000 feet of the nearest runway at the Long Beach Airport and which exceeds a 50:1 imaginary surface slope. Prior to issuance of a building permit, the City Director of Development Services, or designee, shall confirm that a copy of all written findings from the FAA regarding compliance with the Part 77, height limit regulations, has been received by the City.

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 City's Emergency Operations Plan (August 2015) outlines the City's emergency response organization and policies. This plan also identifies ways in which the City and its residents can minimize risk and prevent loss from natural hazard events. Emergency events addressed in this plan include those associated with earthquakes, flooding, windstorm, tsunamis, public health events, technological and human-caused events, and drought. The City has also adopted a Hazard Mitigation Plan that identifies Long Beach Boulevard as one of the key arterial

roadways that could be used as an evacuation route in the event of a disaster and that the City should ensure that it is kept “free and unobstructed at all times.”¹⁶

During short-term construction activities, all construction equipment would be staged within the project site. Although the proposed project is not anticipated to result in any substantial traffic queuing on nearby streets, all large construction vehicles entering and exiting the site would be guided by the use of personnel to avoid vehicle queuing. The proposed project could affect emergency services and/or emergency evacuation plans by potentially requiring the partial closure of the westernmost lane of southbound Long Beach Boulevard while the overhead electrical lines along the eastern boundary of the project site are being undergrounded. As such, construction activities could temporarily increase response times for emergency vehicles in the vicinity of the project site. Compliance Measure PS-1, provided in Section 4.15, Public Services, requires that a Construction Staging and Traffic Management Plan (CSTMP) be prepared for the proposed project to ensure that emergency vehicles would be able to navigate through any traffic congestion due to construction activities. Compliance Measure PS-1 also requires that lane restrictions on Long Beach Boulevard be limited to off-peak hours, to the extent feasible, to limit the potential impacts on emergency response and evacuation plans. With implementation of Compliance Measure PS-1, potential impacts related to LBFDD’s ability to implement an emergency response plan or emergency evacuation access during construction would be less than significant.

The proposed project does not include any permanent changes to public or private roadways that would physically impair or otherwise conflict with the City’s Emergency Operations Plan or another adopted emergency response plan or emergency evacuation plan. Further, the proposed project would not permanently obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. Adequate emergency access would be provided to and from the project site along the alleyway, which is being widened to accommodate fire apparatus, and East Randolph Place, which is part of the City’s public street network. Additionally, access to/from the project site must be designed to City standards and would be subject to review by the LBFDD and the Long Beach Police Department (LBPD) for compliance with fire and emergency access standards and requirements. Therefore, potential impacts related to emergency response and evacuations plans during operation would be less than significant. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹⁶ City of Long Beach. 2017. Hazard Mitigation Plan. Website: <https://www.longbeach.gov/globalassets/disaster-preparedness/media-library/documents/home/longbeach-hazard-mitigation-plan> (accessed December 2021).

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

Less Than Significant Impact. As discussed previously, the project site is located in an urbanized area where wildfire is not considered a likely risk to people or structures. According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a fire hazard area. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death from wildland fires. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Impact Analysis

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

Less Than Significant Impact. Pollutants of concern during project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste could be spilled, leaked, or transported via stormwater runoff into nearby drainages and into downstream receiving waters. Any of these pollutants has the potential to be transported via stormwater runoff into receiving waters (i.e., the Pacific Ocean).

During construction, the disturbed soil area would be approximately 0.4 acre (17,400 sf). Because construction of the proposed project would disturb less than one acre, the proposed project is not subject to the requirements of the Construction General Permit. However, in accordance with the City of Long Beach Municipal Code (LBMC) Sections 8.96.120 and 8.96.130, and in compliance with

the City of Long Beach National Pollutant Discharge Elimination System (NPDES) MS4 Permit (NPDES Permit No. CAS004003, Order No. R4-2014-0024, as amended by Order No. R4-2014-0024-A01), the City of Long Beach would be required to implement construction Best Management Practices (BMPs) to address pollutant discharges associated with construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Implementation of Compliance Measure HYD-1, which requires developing and implementing construction BMPs in compliance with the City's MS4 Permit and LBMC Section 8.96.120, would ensure construction impacts related to waste discharge requirements, water quality standards, and surface water quality would be less than significant.

According to the *Geotechnical Investigation Report* prepared for the proposed project, groundwater was not encountered during exploratory borings at depths of 81.5 ft bgs. As reported in the *Geotechnical Investigation Report*, groundwater has historically been encountered at depths below 70 ft bgs and data from a nearby well show groundwater levels have been decreasing. Therefore, based on the recorded depths of groundwater, excavation activities are not expected to extend more than 3–5 ft bgs and, therefore, would not have the potential to encounter groundwater, and groundwater dewatering would not be required during construction.

During project operations, in compliance with the City of Long Beach NPDES MS4 Permit and as specified in Compliance Measure HYD-2, the proposed project would be required to comply with the LBMC Section 8.96.130, which requires the development and implementation of structural and nonstructural BMPs to be implemented on a post-construction basis, a maintenance agreement to assure the proper performance of BMPs, and LBMC Section 18.74, which requires the preparation of a Low Impact Development (LID) plan that addresses the applicable requirements in the LBMC including implementation of BMPs, the infiltration, capture and reuse, evapotranspiration, and/or on-site treatment of stormwater through stormwater BMPs allowed in the LID Best Management Practices Manual. Further, the on-site stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, and/or store for use without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by a storm event that results from:

1. The volume of runoff produced from a 0.75-inch storm event; or
2. The eighty-fifth (85th) percentile twenty-four (24) hour runoff event determined as the maximized capture stormwater volume for the area using a forty-eight (48) to seventy-two (72) hour draw down time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or
3. The volume of annual runoff based on unit basin storage water quality volume, to achieve eighty percent (80%) or more volume treatment by the method recommended in the California Stormwater Quality Association. Best Management Practices Handbook - Industrial/Commercial, (2003).

Implementation of Compliance Measure HYD-2, which requires compliance with the City's MS4 Permit and LBMC Sections 8.96.120 and 18.74 to protect and where feasible, improve the quality of receiving waters, would ensure operational impacts related to waste discharge requirements, water quality standards, and surface water quality would be less than significant.

This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

Compliance Measure HYD-1 Prior to issuance of a grading permit, the City of Long Beach's (City) Director of Development Services, or designee, shall confirm that Best Management Practices (BMPs) associated with construction activities have been developed to ensure that the potential for soil erosion and sedimentation is minimized and to reduce pollutant discharges to the City MS4 as a result of construction activities in compliance with Long Beach Municipal Code (LBMC) Section 8.96.120. These BMPs shall be included in the project plan specifications and implemented by the project contractor.

Compliance Measure HYD-2 Prior to issuance of a grading permit, the City's Director of Development Services, or designee, shall confirm that structural and nonstructural BMPs have been developed to be implemented on a post-construction basis along with an associated maintenance agreement in compliance with the requirements of LBMC Section 8.96.130. In addition, the City's Director of Development Services, or designee, shall confirm that a Low Impact Development (LID) Plan has been prepared. The LID Plan shall specify the BMPs to be incorporated into the project design to target pollutants of concern in stormwater runoff from the project site in compliance with LBMC Section 18.74.

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. Historically, groundwater has been encountered at depths below 70 ft bgs. According to the *Geotechnical Investigation Report* prepared for the project, groundwater was not encountered during exploration to a maximum depth of approximately 81.5 ft bgs. As stated previously, construction grading and utility trenching activities are not expected to extend more than 3–5 ft bgs. Because of the depth to groundwater, excavation activities would not be anticipated to encounter groundwater during construction. Therefore, groundwater dewatering would not be required. Furthermore, groundwater extraction would not be required during project construction. Therefore, construction impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation would be required.

Currently, the project site is developed and consists predominantly of impervious surfaces. Furthermore, due to the depth of groundwater, it is unlikely that groundwater recharge from stormwater infiltration currently occurs on the project site.

Groundwater may be a source of water during project operations. On average between 2015 and 2020, 60 percent of the City's existing water supply consisted of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California. According to the Long Beach 2020 Urban Water Management Plan groundwater supply for the City is considered to be very reliable, even during multi-year droughts because extractions are strictly limited and because multiple forms of replenishment exist for at least the next 30 years (e.g., recycled water is mixed with imported water and/or natural runoff and is allowed to percolate in the groundwater basin, and San Gabriel River stream flows are used to replenish the groundwater basin, etc.). Therefore, water demands associated with project operations are not expected to contribute to a depletion of groundwater supplies. For these reasons, project operations would not result in impacts related to depletion of groundwater supplies or interference with groundwater recharge would occur, and no mitigation would be required. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. During grading and construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Response 4.10(a), the LBMC, in compliance with the City's MS4 Permit, requires the implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Implementation of the construction BMPs as indicated in Compliance Measure WQ-1, which implements the requirements of the MS4 Permit and LBMC, would ensure that construction impacts related to on- or off-site erosion or siltation would be less than significant.

Currently, the project site is developed and consists primarily of impervious surfaces. Development of the proposed project would result in a minor increase in the amount of impervious surface area on the project site. Impervious surface areas are not prone to erosion or siltation. Erosion and siltation would be minimal in any landscaped areas. Therefore, impacts related to on-site erosion or siltation would be less than significant, and no mitigation is required. **Therefore, impacts associated with this topic will not be evaluated further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

Less Than Significant Impact. Currently the project site is developed and consists primarily of impervious surfaces. As stated in Response 4.10 (c)(i), development of the project would result in a minor increase in impervious surface area on the project site. Furthermore, as specified in Compliance Measure HYD-2, the proposed project would be required to develop and implement structural and nonstructural post-construction BMPs, an associated maintenance agreement, and prepare a LID plan to address on-site stormwater management during project operations in compliance with the LBMC and City MS4 permit. Therefore, construction and operation of the proposed project would not increase the rate or amount of surface runoff and would not alter the existing potential for flooding on- or off-site. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

Less Than Significant Impact. As discussed in Response 4.10(a), pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and downstream receiving waters. However, as specified in Compliance Measure WQ-1, the proposed project would be required to comply with the requirements of LBMC Section 8.96.120 and specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Currently the project site is developed and consists primarily of impervious surfaces. As stated in Response 4.10 (c)(i), development of the project result in a minor increase in impervious surface area on the project site. Furthermore, as specified in Compliance Measure HYD-2, the proposed project would be required to prepare a LID plan and implement BMPs to address on-site stormwater management during project operations in compliance with LBMC Section 18.74, such that on-site and off-site drainage facilities are designed adequately to convey and reduce runoff so that on-site and off-site drainage facility capacity would not be exceeded during a design storm. With implementation of Compliance Measure HYD-2, the proposed project would not result in an exceedance of planned or existing stormwater drainage systems or provide substantial additional sources of polluted runoff.

Project impacts associated with additional runoff that would exceed the capacity of the existing or planned stormwater drainage systems and/or the introduction of substantial sources of polluted runoff would be less than significant. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

iv. Impede or redirect flood flows?

No Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is within Zone X, which is considered an Area of Minimal Flood Hazard. As the project site is not located within a 100-year floodplain, the proposed project would not impede or redirect flood flows. No impact would occur, and no mitigation is required. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

No Impact. According to the Department of Conservation (DOC) tsunami hazard map for Los Angeles County, the project site is not inside a tsunami hazard area.¹⁷ Additionally, according to the City's Seismic Safety Element (1988) and the California Emergency Management Agency (Cal EMA), the project site is not located within a zone of seiche areas. In the event of a tsunami, the City has established response procedures as described in the City of Long Beach Natural Hazards Mitigation Plan. Therefore, the project site would not be subject to inundation by a tsunami or seiche. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

Less Than Significant Impact. Given that the anticipated groundwater depth beneath the project site is at least 70 ft bgs, groundwater dewatering would not be required. In addition, as discussed above, the *Geotechnical Investigation Report* concluded that stormwater infiltration is not feasible at the project site because the site would not allow for sufficient percolation. Accordingly, the project would not affect the supply or quality of groundwater in the vicinity of the project site. As discussed further in the responses to Thresholds 4.10(a) and (c)(iii) above, the implementation of BMPs during construction and operation would reduce the potential for pollutants to enter downstream receiving waters through stormwater runoff, which would ensure that implementation of the proposed project would not contribute to any violations of water quality standards. Therefore, the proposed project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. **Therefore, this topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹⁷ California Department of Conservation (DOC). Los Angeles County Tsunami Hazard Area. Website: <https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles> (accessed September 2021).

4.11 LAND USE AND PLANNING

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

4.11.1 Impact Analysis

a. *Would the project physically divide an established community?*

Less Than Significant Impact. The project site is currently developed with an office building and is located within a largely developed portion of the City of Long Beach. Surrounding land uses are generally characterized by single-family residential, commercial-retail, office, and multi-family residential uses. Vehicular access to the project site would be provided via the alleyway north of the project site and East Randolph Place, both of which are existing public streets.

The proposed project would serve as a replacement to the original Fire Station No. 9, which was previously located at 3917 Long Beach Boulevard, approximately two blocks south of the project site. The proposed project would replace an existing office use with a new fire station that would improve the quality of fire and emergency response service in the surrounding neighborhoods of California Heights, Los Cerritos, and Bixby Knolls. As the original Fire Station No. 9 operated at 3917 Long Beach Boulevard for more than 81 years, the proposed project would not introduce a new land use to the Los Cerritos neighborhood that would create a physical division. Therefore, construction and implementation of the project would not result in the physical division of an established community, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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?*

Potentially Significant Impact. The project site is comprised of two parcels that carry two different zoning classifications and General Plan PlaceType designations. The proposed project would merge the subject parcels and rezone them to a consistent Mixed Use (MU-1) zoning designation, which is compatible with the underlying General Plan Neighborhood Serving Center or Corridor Low Density (NSC-L) PlaceType on the majority of the project site. The proposed project also includes a General Plan Amendment to implement a consistent PlaceType (Neighborhood Serving Center or Corridor Low Density [NSC-L]) on the entire project site. Given that the proposed project includes a Zoning Amendment and a General Plan Amendment, the project’s consistency with applicable plans, policies, and regulations adopted to avoid or mitigate environmental effects will be addressed in the EIR. Mitigation will be proposed, if necessary. **This topic will be addressed in the EIR.**

4.12 MINERAL RESOURCES

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

4.12.1 Impact Analysis

- 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. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA) which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being “regionally significant.” Such designations require that a Lead Agency’s land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency’s jurisdiction.

As indicated in the City’s General Plan Conservation Element (1973) and Open Space and Recreation Element (2002), oil is the only mineral resource identified within the City. However, the project site has not been identified as a location containing oil resources. The MRZ classification areas in Long Beach are shown in the California Geological Survey’s mineral resources map, Generalized Mineral

Land Classification Map of Los Angeles County: South Half.¹⁸ The project site falls within an MRZ-4 zone, which is assigned to areas for which there is insufficient information available to determine whether mineral resources are present.¹⁹ However, the project site is currently developed with an office building and uses in the vicinity include commercial buildings, retail buildings, and single-family and multi-family residences. Therefore, the proposed project is not anticipated to result in impacts related to the loss of availability of a known mineral resource that would be of value to the region and residents of the State because the area is predominantly developed and is not planned for use as a mineral extraction area. **This topic will not be evaluated further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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 City's General Plan Conservation Element (1973) and Open Space and Recreation Element (2002) does not identify any locally important mineral resources on the project site. As discussed in Response 4.12.1(a), the project site is not anticipated to impact the availability of a locally important mineral resource recovery site. Therefore, potential impacts related to the loss of availability of a locally important mineral resource recovery site would be less than significant. **This topic will not be evaluated further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹⁸ California Department of Conservation (DOC), Miller. 1994. Generalized Mineral Land Classification Map of Los Angeles County: South Half.

¹⁹ DOC. 2000. California Surface Mining and Reclamation Policies and Procedures. Guidelines for Classification and Designation of Mineral Lands. January. Website: <https://www.conservation.ca.gov/smbg/Guidelines/Documents/ClassDesig.pdf> (accessed December 2021).

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.13.1 Impact Analysis

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?

Potentially Significant Impact. Construction and operation of the proposed project may expose people to or generate noise levels that would potentially exceed standards established in the City’s General Plan Noise Element (1975), or applicable standards of other agencies. During operation, the proposed project would create the expected noises associated with fire station activities, including noise associated with moving fire apparatus, daily equipment checks, and parking lot activities, all of which would occur within 500 ft of residential land uses. The proposed project could also result in an increase in operational noise from increased traffic. A Noise Impact Analysis will be prepared as part of the EIR to evaluate the proposed project’s potential noise impacts. **This topic will be evaluated further in the EIR.**

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

Potentially Significant Impact. Although operation of the proposed project would not result in groundborne vibration, construction of the proposed project may involve construction activities that would cause potential vibration impacts. A Noise Impact Analysis will be prepared as part of the EIR and will evaluate the proposed project’s potential vibration impacts. **This topic will be evaluated further in the EIR.**

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 2 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 Impact. The nearest public use airport to the project site is Long Beach Airport located at 4100 Donald Douglas Drive in the City of Long Beach, approximately 1.5 miles southeast of the project site. The Long Beach Airport is within the Los Angeles County Airport Land Use Plan (ALUP) planning area. The ALUP is intended to limit the public's exposure to airport-related hazards and regulate nearby land uses that may interfere with airport operations. Within the ALUP planning boundaries, certain proposed local land use actions must be submitted to the Airport Land Use Commission (ALUC) for review. However, according to the Noise Contours map prepared for the Long Beach Airport Terminal Area Improvement Project, the project site is not within the Community Noise Equivalent Level (CNEL) contours for the Long Beach Airport.²⁰ In addition, the proposed Fire Station is not considered a noise-sensitive land use. Therefore, because the project site is located outside of the Long Beach Airport's CNEL contours and because the proposed fire station is not a noise-sensitive use, impacts related to excessive airport noise would be less than significant. **This topic will not be evaluated further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

²⁰ City of Long Beach. 2005. Year 2004 CNEL Contours With 11 Additional Air Carriers and 25 Additional Commuter Flights. Website: <https://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour> (accessed December 2021).

4.14 POPULATION AND HOUSING

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

4.14.1 Impact Analysis

- 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)?*

Less Than Significant Impact.

Construction. Construction of the proposed project would provide short-term construction jobs over an approximately 16-month period. Many of the construction jobs would be temporary and would be specific to the variety of construction activities. The workforce would include a variety of craftspeople, such as cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the timeframe in which their specific skills are needed to complete that phase of construction. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project’s construction needs.

Project-related construction workers would not be expected to relocate their household’s place of residence as a consequence of working on the proposed project: therefore, the proposed project would result in a less than significant impact associated with inducing substantial population growth or demand for housing through increased construction employment, and no mitigation would be required.

Operation. The proposed project would not cause or result in direct population growth because the proposed project would not provide or remove housing on the project site. The firefighters assigned to the previous Fire Station No. 9 at 3917 Long Beach Boulevard are currently working out of a temporary fire station at 2019 East Wardlow Road and would be relocated to the new fire station included in the proposed project. Therefore, the proposed project would not increase the City’s number of employed firefighters and would not induce relocation or population growth. Operation of the proposed project would not induce substantial population growth or accelerate development in an underdeveloped area, and any impacts to population growth would be less than significant. No mitigation is required. **This topic will not be analyzed**

further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

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

No Impact. As previously stated, the project proposes the redevelopment of a currently developed site that contains an office use. Therefore, the project would not result in a loss of housing or displace any persons living on the project site, nor require or necessitate the development of replacement housing elsewhere. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.1 Impact Analysis

- 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?*

Less Than Significant Impact. The proposed project involves the replacement of the original Long Beach Fire Department (LBFD) Fire Station No. 9 with a new state-of-the-art fire station within the Fire Station No. 9 service area that would comply with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design. In addition, the proposed fire station design incorporates input from LBFD to optimize the station operations and improve fire protection services in the Fire Station No. 9 service area, including the Los Cerritos, Bixby Knolls, and California Heights neighborhoods, by helping it to meet its response time goal of 6 minutes and 20 seconds for structure fires and 6 minutes for Advanced Life Support. The environmental effects associated with the construction and operation of the proposed project are addressed throughout the various sections of Chapter 4.0 of this document.

Construction activities would occur over a 16-month duration and would not necessitate additional fire service or result in the need for additional facilities to maintain service ratios, response times, or performance objectives because the temporary Fire Station for service area No. 9 would remain in operation. Certain construction activities could temporarily increase response times for emergency vehicles in the vicinity of the project site by requiring the partial closure of the westernmost lane of southbound Long Beach Boulevard. However, implementation of Compliance Measure PS-1, which requires that a Construction Staging and Traffic Management Plan (CSTMP) be prepared for the

proposed project, to ensure that fire protection vehicles would be able to navigate through any traffic congestion due to construction activities, would ensure that emergency response times remain less than significant. Compliance Measure PS-1 also requires that lane restrictions on Long Beach Boulevard be limited to off-peak hours, to the extent feasible, to limit the potential impacts on firefighter response times. The LBFD shall be notified a minimum of 24 hours in advance of any lane closures or other roadway work. With implementation of Compliance Measure PS-1, potential impacts related to LBFD's ability to provide fire protection services during construction would be less than significant. Therefore, potential impacts related to provision of fire protection services during construction would be reduced to a less than significant level.

As discussed above, the proposed project has been specifically designed to provide a modern fire station that would comply with established local, State, and federal standards. Therefore, with project implementation, the response profile within the Fire Station No. 9 service area would be improved, which would help the LBFD meet its response time goals. Therefore, with implementation of Compliance Measure PS-1, the impact of the proposed project on fire protection would be less than significant, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

Compliance Measure PS-1

Construction Staging and Traffic Management Plan. A Construction Staging and Traffic Management Plan (CSTMP) shall be prepared for approval by the City of Long Beach Traffic Engineer, or designee, and implemented during proposed project construction. The CSTMP shall also include the name and phone number of a contact person who can be reached 24 hours per day regarding construction traffic complaints or emergency situations. In addition, the CSTMP shall take into account and coordinate with other construction staging and traffic management plans that are in effect or have been proposed for other projects in the City of Long Beach. The CSTMP may include, but not be limited to, the following:

- Construction activities shall be scheduled to reduce the effect on traffic flow on arterial streets.
- Construction trucks shall be rerouted to reduce travel on congested streets.
- The Construction Contractor shall keep haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Construction Contractor shall clean adjacent streets, as directed by the City Traffic Engineer, or designee, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Construction vehicles, including construction personnel vehicles, shall not park on public streets.

- Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses.
- If feasible, any traffic lane closures will be limited to off-peak traffic periods, as approved by the City of Long Beach Public Works Department.
- The general public shall be notified in advance of any traffic lane closures so that motorists can plan accordingly.
- The Long Beach Police Department and the Long Beach Fire Department shall be notified a minimum of 24 hours in advance of any lane closures or other roadway work.
- The Long Beach Unified School District shall be notified in advance of any lane closures on Long Beach Boulevard.

ii. Police protection?

Less Than Significant Impact. Police protection services would be provided to the proposed project by the Long Beach Police Department (LBPB). The LBPB has approximately 800 sworn officers and over 1,200 support personnel that provide law enforcement services to the City's residents and businesses. The LBPB also provides contracted law enforcement services to the Port of Long Beach, the Long Beach Airport, Long Beach Transit, and Long Beach City College. The LBPB is divided into five bureaus: the Investigation Bureau, Support Bureau, Administration Bureau, Financial Bureau, and Patrol Bureau. The Patrol Bureau is the largest of the five, encompassing over 40 percent of the LBPB's operating budget and over 50 percent of its personnel. The project site is served by the LBPB's North Patrol Division, which has approximately 110 sworn officers and operates out of the North Station. The North Station is located at 4891 Atlantic Avenue, approximately 0.9 mile northeast of the project site.

Construction of the proposed project is not expected to have any substantial adverse impacts on existing police protection services, as construction workers would occupy a temporary position and would only incrementally increase the demand for police protection services, if at all. Construction of the proposed project would be temporary in nature and would not result in the need for new or physically altered governmental facilities related to police protection and would not result in an increased demand for police services. Construction activities may temporarily increase response times for police vehicles in the vicinity of the project site by requiring the partial closure of the westernmost lane of southbound Long Beach Boulevard. Implementation of Compliance Measure PS-1 would require a CSTMP be prepared for the proposed project to ensure that police protection vehicles can navigate through any traffic congestion created by construction activities. The LBPB would be notified a minimum of 24 hours in advance of any lane closures or other roadway work. Therefore, with implementation of Compliance Measure PS-1, potential impacts related to LBPB's ability to provide police protection services during construction to be less than significant.

As described above in Response 4.14(a), the proposed project would not increase the City's number of employed firefighters or indirectly increase the City's population. The proposed project would not

generate demand for additional police protection services or elicit the need for new or altered LBPD facilities. Therefore, with project implementation, the response profile for the project area would remain the same in terms of service delivery, staffing requirements, facilities, and equipment. The project would not prevent LBPD from maintaining acceptable service ratios, response times, or other performance objectives for police protection. Therefore, the impact of the proposed project's operations on police protection would be less than significant, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

iii. Schools?

Less Than Significant Impact. The provision of education and school facilities in the City is the responsibility of the Long Beach Unified School District (LBUSD). The LBUSD currently serves approximately 69,700 students in kindergarten through 12th grade.²¹

The LBUSD operates 85 campuses in the cities of Long Beach, Lakewood, Signal Hill, and Avalon. The nearest LBUSD schools to the project site are Longfellow Elementary, approximately 0.8 mile southeast of the project site at 3800 Olive Avenue in Long Beach, and Charles Evans Hughes Middle School, approximately 0.8 mile southeast of the project site at 3846 California Avenue in Long Beach.

The proposed project does not include any residential uses that would increase population growth, generate an increased demand for school facilities, or require the construction of school facilities. As described above in Response 4.14(a), the proposed project would not increase the City's number of employed firefighters or indirectly increase the City's population. As such, the operation of the proposed project would not result in an increase in demand for schools and would not trigger the need for new or altered school facilities. No new facilities would be required to be constructed to accommodate the proposed project. Therefore, the project would have less than significant impacts related to schools, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

iv. Parks?

Less Than Significant Impact. As discussed in Section 4.16, Recreation, according to the City's General Plan Open Space and Recreation Element (2002) the City currently maintains approximately 2,613 acres of open space that is used for recreational purposes. This includes 1,413 acres of City parks within its boundaries. Based on its 2021 population of 467,730,²² the City provides

²¹ Long Beach Unified School District (LBUSD). About. Website: <https://www.lbschools.net/District/> (accessed September 30, 2021).

²² California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State with Annual Percent Change – January 1, 2020 and 2021. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-1/documents/E-1_2021_InternetVersion.xlsx (accessed December 16, 2021).

approximately 5.6 acres per 1,000 residents. The City identifies an acreage goal of 8 acres of recreation open space per 1,000 residents. The closest park to the project site is Scherer Park, which is approximately 0.6 mile north of the project site.

The proposed project does not include any residential uses and, therefore, would not increase the City's population or result in an increased demand for parks. As described above in Response 4.14(a), the proposed project would not increase the City's number of employed firefighters and would not indirectly increase the City's population or demand for parks by inducing relocation or population growth. Therefore, the impact is considered less than significant, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

v. Other public facilities?

Less Than Significant Impact.

Libraries. The Long Beach Public Library has 12 library branches.²³ The Dana Neighborhood Library is the closest library to the project site and is located approximately 0.7 mile southeast of the project site at 3680 Atlantic Avenue. As described above in Response 4.14(a), the proposed project would not increase the City's number of employed firefighters and would not indirectly increase the City's population or demand for libraries by inducing relocation or population growth. As such, the operation of the proposed project would not result in an increase in demand for libraries and would not trigger the need for new or altered library facilities. No new facilities would be required to be constructed to accommodate the proposed project. Therefore, the project would have less than significant impacts related to public libraries, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

²³ Long Beach Public Library. Library Locations. Website: <https://www.longbeach.gov/library/visit/locations/>. (accessed September 30, 2021).

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.16.1 Impact Analysis

- 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?*

Less Than Significant Impact. According to the City’s General Plan Open Space and Recreation Element (2002), the City maintains approximately 2,613 acres of open space that is used for recreational purposes. This includes 1,413 acres of city parks within its boundaries. Based on its 2021 population of 467,730,²⁴ the City provides approximately 5.6 acres of recreation open space per 1,000 residents. In 2002, when the Open Space and Recreation Element was adopted, Long Beach established its recreation open space standard at 8 acres per 1,000 residents. The closest park to the project site is Scherer Park, which is approximately 0.6 mile north of the project site.

The proposed project does not include any residential uses and, therefore, would not increase the City’s population or result in an increased demand for parks or other recreational facilities. As described above in Response 4.14(a), the proposed project would not increase the City’s number of employed firefighters and would not indirectly increase the City’s population or demand for parks or other recreation facilities by inducing relocation or population growth. Therefore, the proposed project would result in less than significant impacts, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

²⁴ California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State with Annual Percent Change – January 1, 2020 and 2021. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/e-1/documents/E-1_2021_InternetVersion.xlsx (accessed December 16, 2021).

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 any recreation facilities or require the construction or expansion of recreational facilities. Therefore, there would be no impacts related to the construction or expansion of recreational facilities, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.17 TRANSPORTATION

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

4.17.1 Impact Analysis

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

Potentially Significant Impact. In its existing condition, the project site is currently developed with an office use (Catalina Adventure Tours) on the eastern portion of the project. Access is currently provided to the project site from East Randolph Place and the alleyway north of the project site. Vehicular access to the project site would be provided from an existing alleyway along the northern boundary of the project site. The alley on the north side of the project site would be widened by 2 ft, 6 inches, toward the proposed fire station, to allow apparatus to enter the project site via the alley. The total improvement area of the alley would be 3,064 sf. Fire apparatus would exit onto East Randolph Place.

The proposed project includes the installation of three new traffic signals on East Randolph Place and Long Beach Boulevard. The proposed project would relocate a fire station within its service area. The traffic impacts on the regional street network are anticipated to be no greater than the existing condition. However, traffic in the immediate vicinity of the project site may be affected by the relocation. Therefore, a transportation analysis will be prepared for the EIR to analyze short-term (construction) and long-term (operational) traffic impacts of the project. **This topic will be analyzed further in the EIR.**

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

Less Than Significant Impact. Section 15064.3 of the *State CEQA Guidelines* codifies that project-related transportation impacts are typically best measured by evaluating the project's vehicle miles traveled (VMT). The City of Long Beach Traffic Impact Analysis Guidelines (June 2020) specifically discusses institutional/government and public services uses in Section 2.2.4 of the guidelines. This section discusses screening and thresholds for other land use types and determines that public services that support community health, safety, and welfare will be presumed to have a less than significant impact related to *State CEQA Guidelines* Section 15064.3, subdivision (b). In

addition, the proposed project would replace a fire station with another fire station within the same service area. VMT generated by the proposed project is likely to be similar to VMT generated by the fire station being replaced. Therefore, the proposed project's impact related to *State CEQA Guidelines* Section 15064.3, subdivision (b) would be less than significant, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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. As stated previously, vehicular access to the project site would be provided via an existing alleyway on the northern boundary of the project site. Fire apparatus would exit onto East Randolph Place. Pedestrian access to the project site would be provided off of Long Beach Boulevard. Vehicular traffic to and from the project site would use the existing network of regional and local roadways that currently serve the area surrounding the project site. As discussed above, the proposed project includes the widening of the alleyway north of the project site to provide proper access to vehicles, specifically fire apparatus. Battalion vehicle access and apparatus turning radii have been reviewed and approved by the LBFD. Per zoning requirements, a variance for the distance between the project site's driveway and the nearest intersection is included in the proposed project. Design of the proposed project, including the internal private roadways, ingress, egress, and other streetscape changes, is subject to review by the City's Public Works & Engineering Services for compliance with City regulations. Therefore, the proposed project would result in a less than significant impact related to traffic safety due to a design feature (e.g., substandard roadway and/or roadway design), and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. As stated previously, vehicular access to the project site would be provided from an existing alleyway along the northern boundary of the project site. Fire vehicles would exit onto East Randolph Place. Adequate emergency access would be provided to and from the project site along the alleyway, which is being widened to accommodate fire apparatus, and East Randolph Place, which is part of the City's public street network. Additionally, access to/from the project site must be designed to City standards and would be subject to review by the Long Beach Fire Department and the Long Beach Police Department for compliance with fire and emergency access standards and requirements. Therefore, approval of the project plans would ensure that the proposed project's impact related to emergency access would be less than significant, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.18.1 Impact Analysis

- 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.*

Potentially Significant Impact. Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a

resource falling outside the definition stated above nonetheless qualifies as a “tribal cultural resource.”

Also, per AB 52 (specifically PRC Section 21080.3.1), as Lead Agency, the City must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have previously requested that the Lead Agency provide the tribe with notice of such projects.

In compliance with AB 52, letters have been distributed to local Native American tribes that have previously requested to be notified of future projects proposed by the City. Letters have also been sent to Native American tribal contacts provided by the Native American Heritage Commission (NAHC). The letters have provided each tribe with an opportunity to request consultation with the City regarding the proposed project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the proposed project. Information provided through the AB 52 tribal consultation process will inform the assessment as to whether tribal cultural resources are present and the significance of any potential impacts to such resources.

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill 18 [SB 18]) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a General or Specific Plan. The tribal organizations eligible to consult have traditional lands in a local government’s jurisdiction and are identified, upon request, by the NAHC. As noted in the Governor’s Office of Planning and Research’s *Tribal Consultation Guidelines, Supplement to General Plan Guidelines* (2005)²⁵, “The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.”

In compliance with SB 18, letters have been distributed to local Native American tribal contacts provided by the NAHC. The letters have provided each tribe with an opportunity to request consultation with the City regarding the proposed project. In compliance with SB 18, tribes have 90 days from the date of receipt of notification to request consultation on the proposed project. Information provided through the SB 18 tribal consultation process will also inform the assessment as to whether tribal cultural resources are present and the significance of any potential impacts to such resources. **Impacts to tribal cultural resources will be evaluated in the EIR.**

²⁵ Governor’s Office of Planning and Research (OPR). 2005. *Tribal Consultation Guidelines, Supplement to General Plan Guidelines*. April 15, 2005. Website: https://www.parks.ca.gov/pages/22491/files/tribal_consultation_guidelines_vol-4.pdf 9 (accessed January 2, 2020).

4.19 UTILITIES AND SERVICE SYSTEMS

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

4.19.1 Impact Analysis

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

Less Than Significant Impact. The proposed project would connect to existing utility infrastructure through established utility easement agreements.

Water. The Long Beach Water Department (LBWD) provides domestic water service in the City of Long Beach. The majority of the City's water supply consists of groundwater from the Central Groundwater Basin. The City's groundwater supply is supplemented by imported water purchased from the Metropolitan Water District, which is provided to the City through eleven connections. According to the City's 2020 Urban Water Management Plan (UWMP), the City's water supply from 2015–2020 averaged 60 percent groundwater and 40 percent imported water. However, in 2020, the City's actual water supply was 40 percent groundwater, 53 percent imported water, and 7 percent recycled water. It is projected that by the year 2025, the City will expand its groundwater sources to also include the West Coast Groundwater Basin. By 2050, the City's water supply mix is

projected to be approximately 50 percent groundwater, 35 percent imported water, and 15 percent recycled water.²⁶

According to the 2020 UWMP, the City's water supply is forecast to meet projected water demands through 2050 during normal years, single dry years, and multiple dry years. In 2020, the actual water supply used was 55,216 acre-feet, which is substantially lower than the available water supply of 78,478 acre-feet. Therefore, the City's existing water supplies are projected to meet full service demands through the year 2050.

Short-term demand for water may occur during excavation, grading, and construction activities on site. Construction activities would require water primarily for dust mitigation purposes. Water from the existing potable water lines in the vicinity of the project site would be used. Overall, short-term construction activities would require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. The proposed project would not require the construction of new or expanded water conveyance, treatment, or collection facilities with respect to construction activities. Therefore, the impacts on water facilities during construction would be less than significant, and no mitigation is required.

Water demand associated with the operation of the proposed project would be typical of a fire station. The percentage of impervious surface area on the project site would be increased slightly by the proposed project. However, the proposed project is anticipated to maintain or even decrease water demand through the selection of native and drought-resistant landscaping. According to water demand factors included in the California Emissions Estimator Model (CalEEMod, Version 2020.4.0), the proposed project is estimated to demand 9,478 gallons per day (gpd) (5,512 gpd for indoor use and 3,965 gpd for outdoor use) or 10.6 acre-feet per year of potable water. Therefore, the water demand associated with the proposed project is estimated, as part of the project would represent approximately less than 0.0002 percent of the LBWD's current annual water demand, based on the system's demand of 55,216 acre-feet per year in 2020. The project-generated increase in water demand would be negligible and would fall within LBWD's existing capacity and available supply. As such, the proposed project would not necessitate new or expanded water entitlements, and the LBWD would be able to accommodate the increased demand for potable water.

The project site contains existing water lines that serve the existing on-site office building. The proposed project would install on-site water lines that would connect to an existing 4-inch water distribution line in the alley northwest of the project site. The on-site system would be constructed in compliance with the City's adopted building and plumbing codes. The extension of water infrastructure from the adjacent streets into the project site would be a routine part of the construction process analyzed in this Initial Study and would not have a material environmental impact. The water facility improvements would be limited to the project site and connection points to the adjacent, existing LBWD facilities. Therefore, the proposed project would not require or result in the construction of new water facilities, or the expansion of existing facilities, which could cause a

²⁶ City of Long Beach. 2021. *2020 Urban Water Management Plan*.

significant environmental impact, and the impact would be less than significant. No mitigation is required.

Wastewater. The LBWD operates and maintains over 700 miles of sanitary sewer lines in the City. The Los Angeles County Sanitation District (LACSD) is the primary agency responsible for treatment operations once the wastewater passes through the City's system. The LBWD delivers over 40 mgd (million gallons per day) of water to LACSD facilities for treatment.²⁷ The LACSD owns and operates approximately 1,400 miles of sewers, 48 active pumping plants, and 11 wastewater treatment plants that transport and treat about 500 mgd of wastewater.²⁸ The LACSD's service area includes sewer systems located within the Joint Outfall System (JOS). In addition to Long Beach, the JOS includes 73 cities and unincorporated territory in Los Angeles County. The system provides wastewater collection, treatment, reuse, and disposal for residential, commercial, and industrial users. Currently, most of the City's wastewater is diverted to the Joint Water Pollution Control Plant (JWPCP), located at 24501 S. Figueroa Street in the City of Carson.²⁹

The JWPCP is the largest of the LACSD's wastewater treatment plants, serving a population of 4.8 million residents, businesses and industries throughout the County. The facility provides treatment for approximately 260 mgd of wastewater and has a total permitted capacity of 400 mgd. Anaerobic digestion tanks are used to process solids collected in both primary and secondary treatment, resulting in the production of methane gas. After digestion, the solids are transported off site to be used for composting, land application, and landfill disposal. The methane gas is used to produce power at an off-site Total Energy Facility, which permits the JWPCP to supply most of its electricity. Treated water from the JWPCP is discharged into the Pacific Ocean.

The remaining wastewater is delivered to the Long Beach Water Reclamation Plant (LBWRP), located at 7400 E. Willow Street. The LBWRP provides primary, secondary, and tertiary treatment using microfiltration, reverse osmosis, and ultraviolet disinfection for 25 million gallons of wastewater per day.³⁰ Six million gallons of recycled water are used for landscape irrigation of schools, golf courses, parks, and greenbelts, the re-pressurization of oil-bearing strata off the coast of Long Beach, and the replenishment of the groundwater supply. The recycled water is blended with imported water and pumped into the Alamitos Seawater Barrier to protect the groundwater basin from seawater intrusion. The excess is discharged into Coyote Creek.

The wastewater treatment plants that serve the City have been designed to treat typical wastewater flows from different land uses. The proposed project would generate wastewater flows typical of a

²⁷ Long Beach Water Department. Sewage Treatment. Website: <http://www.lbwater.org/sewage-treatment> (accessed December 2021).

²⁸ Los Angeles County Sanitation Districts (LACSD). Wastewater Collection Systems. Website: <http://www.lacsd.org/wastewater/wwfacilities/wcs.asp> (accessed October 2021).

²⁹ LACSD. Wastewater Treatment Facilities. Website: <https://www.lacsd.org/services/wastewater-sewage/facilities/wastewater-treatment-facilities> (accessed December 2021).

³⁰ LACSD. Long Beach Water Reclamation Plant. Website: <https://www.lacsd.org/services/wastewater-sewage/facilities/long-beach-water-reclamation-plant> (accessed December 2021).

fire station. As stated above, it is anticipated that the proposed project would use 5,512 gpd of water for indoor uses and 3,965 gpd for outdoor uses, totaling 9,478 gpd. Wastewater generation for the project is assumed to be 90 percent of the project's indoor water demand, to account for evaporation and absorption losses. Therefore, the proposed project would generate approximately 4,961 gpd of wastewater. The project site contains existing sewer services in support of the existing development, but services would need to be extended to the point of connections at the proposed building. The project would install on-site sewer lines that would connect to an existing 8-inch sewer line in the east lane of Long Beach Boulevard. As discussed above, the proposed project is anticipated to generate 4,961 gpd of wastewater, which is less than 0.00004 percent of the available daily treatment capacity at both the JWPCP and the LBWRP, respectively. Both plants are in compliance with the Los Angeles Regional Water Quality Control Board's (RWQCB) wastewater treatment requirements and have the capacity to accommodate the increased wastewater flows from the proposed project. Therefore, development of the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or the expansion of existing facilities other than those facilities to be constructed on site. As such, the project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities. Therefore, there are no impacts related to construction or expansion of wastewater treatment facilities, and no mitigation is required.

Stormwater and Drainage Facilities. The Stormwater/Environmental Compliance Division within the City's Public Works Department is responsible for maintaining the storm drain system and monitoring stormwater quality. The proposed project would result in a minor increase in impervious surface area on site. The proposed project's drainage design would comply with Standard Urban Storm Water Mitigation Plan (SUSMP) requirements, and the City would pay an in-lieu fee in conformance with its Low Impact Development (LID) Code. As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would comply with the City's MS4 Permit, which regulates urban stormwater runoff, surface runoff, and drainage that flow into the MS4 system. Under the MS4 Permit, the City is responsible for regulating inflows to and discharges from its municipal storm drainage system. Specifically, the City's Public Works/Environmental Compliance Division is charged with the task of ensuring the implementation of the MS4 Permit requirements within the City. Implementation of Compliance Measure HYD-1, as provided in Section 4.10, which requires developing and implementing construction BMPs in compliance with the City's MS4 Permit, and Compliance Measure HYD-2, also provided in Section 4.10, which requires compliance with the City's MS4 Permit and Long Beach Municipal Code (LBMC) Sections 8.96.120 and 18.74, would reduce any impacts to stormwater and drainage facilities to less than significant. Similar to existing conditions, stormwater runoff on the project site would drain toward Long Beach Boulevard. Therefore, impacts to stormwater drainage facilities would be less than significant with the incorporation of Compliance Measures HYD-1 and HYD-2. No mitigation is required.

Electric Power. Electrical power would be supplied to the project site by Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of

Central, Coastal, and Southern California.³¹ According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2019 was 80,913 gigawatt-hours (GWh). Total electricity consumption in Los Angeles County in 2020 was 65,649 GWh³².

Short-term construction activities would be limited to providing power to the staging area and portable construction equipment and would not substantially increase demand for electricity. The heavy equipment used for construction would primarily be powered by diesel fuel. Given the limited nature of potential demand for electricity during construction and the availability of existing power lines on the site, there would not be a need to construct new or alter existing electric transmission facilities. Impacts to local regional supplies of electricity would be less than significant, and no mitigation is required.

The proposed project would underground the existing overhead electrical lines along the project site's Long Beach Boulevard frontage. Dry utilities, including electricity, would be provided to the site from existing infrastructure available in the alley northwest of the project site and along Long Beach Boulevard. Operation of the proposed project would increase on-site electricity demand. CalEEMod Version 2020.4.0 was used to calculate the approximate annual electricity demand of the proposed project. The proposed project would be designed to achieve a Leadership in Energy and Environmental Design (LEED) Silver rating which would comply with, but also exceed the Title 24 California Green Building Standards Code. Additionally, the proposed project would be required to adhere to all federal, State, and local requirements for energy efficiency, which would substantially reduce energy usage. Based on the CalEEMod outputs, the estimated potential increase in electricity demand associated with the operation of the proposed project is 134,908 kilowatt-hours (kWh) per year. Total electricity consumption in Los Angeles County in 2020 was approximately 65,649 GWh (6.5649×10^{10} kWh). Therefore, operation of the proposed project would increase the annual electricity consumption in Los Angeles County by less than 0.000002 percent. Service providers utilize projected demand forecasts in order to provide an adequate supply or plan for surplus in their service areas. Because the proposed project would only represent a small fraction of electricity demand in Los Angeles County, the proposed project would meet Title 24 requirements, be LEED Silver rated, and there would be sufficient electricity supplies available, energy demand for the proposed project would be less than significant.

Natural Gas. The Long Beach Energy Resources Department provides the City of Long Beach with natural gas services. The Energy Resources Department does not produce natural gas. Instead, the department buys natural gas on the open competitive market.³³ The Energy Resources Department provides natural gas service to about 500,000 residents and businesses via approximately 150,000

³¹ Southern California Edison (SCE). 2021. Fact Sheets. Website: <https://newsroom.edison.com/fact-sheets/fs> (accessed December 2021).

³² California Energy Commission (CEC). 2020a. Electricity Consumption by County. Website: <http://www.ecdms.energy.ca.gov/electbycounty.aspx> (accessed November 2021).

³³ City of Long Beach Energy Resources Department. Natural Gas. Website: <https://www.longbeach.gov/energyresources/about-us/natural-gas/> (accessed January 2022).

connected gas meters, delivered through more than 1,800 miles of gas pipelines.³⁴ The Energy Resources Department's service territory includes the cities of Long Beach and Signal Hill, and sections of surrounding communities including Lakewood, Bellflower, Compton, Seal Beach, Paramount, and Los Alamitos.³⁵ According to the CEC, land uses within the Long Beach Energy Resources Department service area consumed approximately 91 million therms of natural gas in 2020. Residential natural gas consumption was approximately 48 million therms, and commercial and industrial uses totaled approximately 34 million therms. Mining and construction and agricultural uses make up the remaining 9 million therms. Short-term construction activities would not result in demand for natural gas since construction activities/equipment would not require the use of or access to existing natural gas facilities.

Operation of the proposed project would not increase on-site natural gas demand. Dry utilities, including natural gas would be provided to the site from existing infrastructure available in the alley northwest of the project site and along Long Beach Boulevard. The proposed project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards, which would significantly reduce energy usage. Additionally, the proposed project would be LEED Silver rated, which would comply with, but also exceed the Title 24 California Green Building Standards Code. CalEEMod Version 2020.4.0 was used to calculate the approximate annual natural gas demand of the proposed project. The estimated potential increase in natural gas demand associated with the proposed project is 1,180 therms per year. As discussed above, the total natural gas consumption within the Long Beach Energy Resources Department service area was 91 million therms. Therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in the Long Beach Energy Resources Department's service area by less than 0.00001 percent. Further, the proposed project would replace temporary Fire Station No. 9, which is currently in operation.

Therefore, construction activities would not impact natural gas services, and the proposed project would not require new or physically altered gas transmission facilities. The project would not require or result in the relocation or construction of new or expanded gas facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

Telecommunication Facilities. Cable, internet, and telephone services are provided to the City's residents by major third-party purveyors. Cellular services provided by all major cellular networks are available in the City. Construction activities associated with the proposed project would not increase the demand for telecommunications facilities. In addition, the proposed project would not involve the construction or relocation of new or expanded telecommunications facilities. Dry utilities telecommunications services would be provided to the site from existing infrastructure available in the alley northwest of the project site and along Long Beach Boulevard. Further, the proposed fire station would not increase telecommunication demands on the project site. Therefore, implementation of the proposed project would not result in impacts related to the construction or relocation of existing telecommunications facilities, and no mitigation would be required. **This topic**

³⁴ Southern California Gas Company (SoCalGas). 2020. 2020 California Gas Report.

³⁵ California Gas and Electric Utilities. 2020. 2020 California Gas Report.

will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

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. As stated previously, implementation of the proposed project would not substantially increase the demand for water supplies on the project site. As previously stated above, the proposed project would maintain current water demand from existing conditions because the proposed project would replace an existing, operating fire station in the City. The proposed project would not necessitate new or expanded water entitlements, and the City would be able to accommodate the increased demand for potable water. Therefore, water demand from the proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources and would not require new or expanded entitlements. Therefore, impacts related to water supplies would be less than significant, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

Less Than Significant Impact. As stated previously, implementation of the proposed project would not result in a substantial increase in demand for wastewater services on the project site. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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. The Long Beach Public Works Department provides a wide range of services to the City, including waste collection, which is administered through the Environmental Services Bureau. Citizens and businesses in the City generate approximately 368,000 tons of solid waste per year. Within the City, collection of solid waste is contracted to EDCO Waste Disposal, Republic Services, and Bel-Art. EDCO specifically collects solid waste, green waste (e.g., grass clippings and tree and shrub clippings), and items for recycling. The City provides two different carts for automated collection of trash, recyclables, and green waste.

Solid waste, excluding recyclables, is collected from residential, commercial, and industrial properties and delivered to the Southeast Resource Recovery Facility (SERRF), located at 120 Pier S Avenue in the City. Some remaining solid waste generated in Long Beach is taken to the Puente Hills Landfill in Whittier. SERRF is owned by a joint powers authority between LACSD and the City, but is operated by a private company under contract. Solid waste is sent to the facility where it is processed through one of three boilers and incinerated in order to produce electricity. The electricity is used to operate the facility and the remainder is sold to SCE. Using mass burn

technology, the facility reduces the volume of solid waste by about 80 percent, while also recovering about 825 tons of recycled metal per year. SERRF processes an average of 1,290 tons of municipal solid waste per day; it has the capacity to process 1,380 tons of solid waste per day.³⁶ As a result, SERRF has a remaining capacity to process an additional 90 tons of solid waste per day. The City of Long Beach alone generates about 368,000 tons of residential, commercial, and industrial waste each year. SERRF is a refuse-to-energy transformation facility that reduces the volume of solid waste by approximately 80 percent while creating electrical energy. The SERRF has a gross electrical generating capacity of 36 megawatts. Following combustion, ash byproduct is transported to a local landfill where it is used as a road base material. LACSD operates two sanitary landfills: the Scholl Canyon Landfill and the Calabasas Landfill. The Scholl Canyon Landfill at 7721 North Figueroa Street in Los Angeles is the closest LACSD landfill to the project site.

Construction. Construction of the proposed project includes the demolition of the existing office building on the project site and development of a fire station, widening the designated alley by 2 ft,6 inches, and associated parking areas, which would generate construction waste. Construction activities would generate construction debris from removal of the landscape and hardscape improvements, as well as removal of some portions of the concrete associated alleyway changes and off-site traffic signal installation. The generation of construction waste would be temporary, would cease upon construction completion, and would not be substantial. Section 18.67.020 of the LBMC stipulates that construction projects valued over \$75,000 and all demolition projects are required to divert at least 60 percent of project-related construction and demolition materials. The proposed project would be in compliance with the City's Construction and Demolition Management Program (CDMP) and the LBMC as it would divert at least 65 percent of the construction waste materials generated during construction activities³⁷ The project's construction contractor must use a permitted hauler. Therefore, the proposed project would not have the potential to cause significant impacts related to solid waste generation during construction. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

Operation. The proposed project is not anticipated to produce substantially more solid waste than the existing office uses on the project site. During operation, the proposed project would include trash and recycling bin enclosures at the northwestern edge of the project site.

Per CalEEMod calculations, the proposed project is estimated to generate approximately 64 pounds (0.032 tons) per day of solid waste during project operation. As stated previously, SERRF has the capacity to process an additional 90 tons per day of solid waste. The incremental increase of solid waste generated by the proposed project would constitute approximately 0.0003 percent of the remaining daily available capacity at SERRF. Therefore, solid waste generated by the proposed project would not cause the capacity of SERRF to be exceeded. The

³⁶ City of Long Beach. Energy Resources SERRF. Website: <https://www.longbeach.gov/energyresources/about-us/serff/> (accessed December 2021).

³⁷ City of Long Beach. Construction and Demolition Debris Recycling Program. Website: <https://www.longbeach.gov/lbds/building/cd/> (accessed October 2021).

proposed project would result in a less than significant impact to solid waste and landfill facilities, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

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

Less Than Significant Impact. The California Integrated Waste Management Act (Assembly Bill 939) changed the focus of solid waste management from landfill to diversion strategies, such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal.

Construction. As stated in Response 4.19(d), above, construction of the proposed project would generate demolition waste. Construction of the proposed project would comply with existing or future statutes and regulations, including the City's Construction and Demolition Management Program (CDMP) set forth in Chapter 18.67 of the Municipal Code and any applicable State or federal waste diversion programs. Therefore, impacts would be less than significant, and no mitigation would be required.

Operation. Operation of the proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by City, State, or federal law. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant 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 severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.20.1 Impact Analysis

- a. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The following response addresses Thresholds 4.20(a), (b), (c), and (d), as outlined above.

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated and they are classified as State

Responsibility Areas (SRAs). In areas where local fire protection agencies (e.g., Long Beach Fire Department [LBFD]) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the proposed project site as an LRA. In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ.

According to the CAL FIRE Very High Fire Hazard Severity Zone Maps for the Los Angeles County region, the entire City of Long Beach is designated as a non-VHFHSZ,³⁸ and the City does not include an SRA. The nearest VHFHSZ to the project site is approximately 8 miles to the southwest at the base of the Palos Verdes Peninsula on the eastern side of Rancho Palos Verdes.³⁹ The nearest SRA is in the Hacienda Hills, approximately 14 miles northeast of the project site. Because the project site is not located in or near an SRA or VHFHSZ, the proposed project would not result in any impacts related to wildfire. No mitigation is required.

These topics will not be analyzed further in the EIR unless new information identifying them as a potential impact is presented during the scoping process.

³⁸ California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA. Website: <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf> (accessed December 20, 2021).

³⁹ Ibid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Analysis

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?

Potentially Significant Impact. It is unlikely that the proposed project would 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 due to the previous development of the project site.

The project site currently allows for little potential for special-status plant species to occur on the project site. A row of existing mature trees along the western boundary of the project site would be protected in place. Implementation of the proposed project would include the relocation of some landscaping, including mature trees. The proposed project would also include the planting of a variety of drought-tolerant landscaping, shrubs, and grassy areas throughout the site. The existing on-site trees may provide suitable habitat for nesting birds, some of which are protected by the MBTA. Disturbing or destroying active nests that are protected is a violation of the MBTA. In addition, nests and eggs are protected under California Fish and Game Code Section 3503. Adherence to Compliance Measure BIO-1 would ensure that the project complies with the MBTA. Additionally, Compliance Measure BIO-1 requires nesting bird surveys, if any vegetation or tree removal occurs between January 1 and September 30, to reduce potential project impacts related to

migratory birds. With implementation of Compliance Measure BIO-1, potential impacts to biological resources would be less than significant.

The potential for paleontological resources on the project site is considered low because soils were evaluated in the geotechnical report and no significant paleontological resources were reported. Ground-disturbing activities for the project are only expected to extend to approximately 3–5 ft bgs. Soils on the project site have been disturbed previously from development of the existing building on site, and any unknown archaeological resources would have likely been unearthed at the time of the previous disturbance on the project site. However, new ground-disturbing activities associated with project construction activities could have the potential to unearth any previously unknown archaeological resources. Therefore, a records search will be performed to further analyze impacts to potential archaeological resources. In the unlikely event that human remains are discovered on the project site, Compliance Measure CUL-1 requires notification of the proper authorities and adherence to standard procedures for the respectful handling of human remains. The proposed project may result in the discovery of unknown cultural resources and, therefore, potentially significant impacts may occur. **This topic will be analyzed in the EIR.**

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

Potentially Significant Impact. The proposed project, when considered in conjunction with other approved or pending projects within the City, could potentially result in cumulatively considerable impacts. Due to the potentially significant impacts identified in various sections (including Sections 4.3, Air Quality; 4.5, Cultural Resources; 4.6, Energy; 4.8, Greenhouse Gas Emissions; 4.11, Land Use and Planning; 4.13, Noise; 4.17, Transportation; and 4.18, Tribal Cultural Resources), cumulatively considerable impacts could result from implementation of the proposed project. As such, the EIR will assess the potential for the proposed project to contribute to cumulative impacts for each of these environmental topics, and mitigation will be proposed, if necessary. **Therefore, these topics will be analyzed in the EIR.**

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

Potentially Significant Impact. The potential for the proposed project to have substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the EIR. A significant impact may occur if environmental effects related to the proposed project could cause substantial direct or indirect adverse impacts to human beings as described in the checklist responses. Refer to Response 4.21(b), above, for a reference to all sections contained in this Initial Study that are anticipated to have a potentially significant impact as a result of the proposed project. **This topic will be analyzed in the EIR.**

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