



Cherry Avenue Industrial Building Project

Draft Environmental Impact Report

Lead Agency:

City of Long Beach
Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Contact: Ms. Amy L. Harbin, AICP

Prepared with the assistance of

Kimley»Horn

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660 S Figueroa St #2050
Los Angeles, CA 90017

March 15, 2024



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Acronyms

Acronym	Description
AB 32	Assembly Bill 32
ACCM	Asbestos Containing Construction Materials
ACM	Asbestos Containing Material
ACT	Advanced Clean Truck
ACTM	Airborne Toxic Control Measure
AFY	Acre Feet Per Year
AHPA	Archaeological and Historical Preservation Act
AQIA	Air Quality Impact Analysis
AQMPS	Air Quality Management Plans
ARPA	Archaeological Resources Protection Act
BACM	Best Available Control Measures
BACT	Best Available Control Technology
BAU	Business- as-Usual
BMPs	Best Management Practices
BO	Biological Opinion
BTEX	Benzene, Toluene, Ethylbenzene and Xylenes
C&D	Construction and Demolition
C2H3Cl	vinyl chloride
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal ARP	California Release Prevention Program
CAL Fire	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
Cal-EMA	California Governor's Office of Emergency Management Agency
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalGEM	California Department of Conservation, Geologic Energy Management Division
CalGreen Code	California Green Building Standards Code
Cal-OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPP	Community Air Protection Program
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife

Acronym	Description
CDPH	California Department of Public Health
CDWR	California Department of Water Resources
CEC	California Energy Code
CEC	California Energy Commission
CEHD	Community, Economic and Human Development
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESA	California Endangered Species Act
CFC	California Fire Code
CFGG	California Fish and Game Commission
CFR	Code of Federal Regulations
CGC	California Government Code
CGS	California Geological Survey
CH ₄	Methane
CHW	Regional Highway Commercial Zoning District
CI	Cast Iron
CII	Commercial, Industrial, and Institutional
CNDDDB	California Natural Diversity Database
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO _{2e}	Carbon Dioxide Equivalent
COG	Council of Governments
CoIWMP	Countywide Integrated Waste Management Plan
CPEP	Clean Power and Electrification Pathway
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DEH	Department of Environmental Health
DMV	Department of Motor Vehicles
DOC	Department of Conservation
DOF	Department of Finance
DOSH	Division of Occupational Safety and Health
DOT	Department of Transportation
DPH	Department of Public Health Services
DTSC	Department of Toxic Substances Control
Du/ac	Dwelling Unit per Acre
DWR	Department of Water Resources
EIR	Environmental Impact Report
EMFAC2021	Emissions Factor Model Version 2021
EMMA	Emergency Management Mutual Aid

Acronym	Description
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-To-Know Act
FAR	Floor Area Ratio
FCN	Founding Contemporary Neighborhood
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zones
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection and Policy Act
GCC	Global Climate Change
GHG	Greenhouse Gas Emissions
GHGA	Greenhouse Gas Assessment
GPD	Gallons per Day
GWh	Gigawatt hours
GWP	Global Warming Potential
H ₂ S	Hydrogen Sulfide
HAPs	Hazardous Air Pollutants
HCPS	Habitat Conservation Plan
HDT	Heavy duty trucks
HFCs	Hydrofluorocarbons
HMBP	Hazardous Materials Business Plans
HP	Horsepower
HSC	California Health and Safety Code
HVAC	Heating, Ventilation, and Cooling
I-710	Interstate Highway 710
IDA	International Dark Sky Association
IEPR	Integrated Energy Policy Report
IES	Illuminating Engineering Society of North America
IG	General Industrial
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISO	Independent System Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
JWCP	Joint Water Control Plant
kBTU	Thousand British thermal units
LADPW	Los Angeles County Department of Public Works
LARWQCB	Los Angeles Regional Water Quality Control Board
LBBC	Long Beach Building Code
LBFD	Long Beach Fire Department
LBMC	Long Beach Municipal Code
LBP	Lead Based Paint
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District
LCD	Liquid Crystal Display
LCP	Lead Containing Paint

Acronym	Description
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MDT	Medium duty trucks
MEP	Mechanical, Electrical, and Plumbing
MGD	Million Gallons per Day
MLD	Most Likely Descendant
MMTCO ₂ e/yr	Million Metric Tons of Carbon Dioxide Equivalent per Year
MND	Mitigated Negative Declaration
MWEL	Model Water Efficient Landscape Ordinance
MPO	Metropolitan Planning Organization
MRZs	Mineral Resource Zones
MS4s	Municipal Separate Storm Sewer System
MSL	Mean Sea Level
MTBE	Methyl Tertiary Butyl Ether
MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalent
MW	Moment Magnitude
MWD	Metropolitan Water District of Southern California
MWEL	Model Water Efficient Landscape Ordinance
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NF ₃	Nitrogen Trifluoride
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NI	Neo-Industrial
NMFS	Marine Fisheries Service
NO ₂	Nitrogen Dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPPA	Native Plant Protection Act of 1977
NPS	National Park Service
NSC-L	Neighborhood Serving Center or Corridor Low Density
NSC-M	Neighborhood Serving Center or Corridor Moderate Density
O ₃	Ozone
ODCs	Ozone Depleting Compounds
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead

Acronym	Description
PCE	Passenger Car Equivalent
PCFs	Perfluorocarbons
pCi/L	Picocuries per Liter
PM 10	Particulate Matter of 10 Micrometers or Less
PM 2.5	Particulate Matter of 2.5 Micrometers or Less
PPM	Parts per Million
PRC	Public Resources Code
PVC	Polyvinyl Chloride
R-1-N	Single Family Residential
Ra	Radium Atoms
RCP	Reinforced Concrete Pipe
RCP	Regional Comprehensive Plan
RCR	Resource Conservation and Recovery Act
RECLAIM	Regional Clean Air Incentives Market
RHNA	Regional Housing Needs Assessment
RLs	Reporting Limits
RP	Parks, Recreation, and Marine
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCA	Sustainable City Action Plan
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SC	Southern California Edison
SCS	Sustainable Communities Strategy
SEMS	Standardized Emergency Management System
SERRF	Southeast Resource Recovery Facility
SF	Square Foot
SF6	Sulfur Hexafluoride
SHPO	State Historic Preservation Officers
SIPs	State Implementation Plans
SLF	Sacred Land File
SMP	Soil Management Plan
SO2	Sulfur Dioxide
SO42	Sulfates
SP	Service Population
SPCC	Spill Prevention, Control, and Countermeasure
SR 91	State Route 91
SRA	State Responsibility Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

Acronym	Description
TAZ	Traffic Analysis Zone
TBA	Tert-Butyl Alcohol
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management Programs
TEA-21	Transportation Efficiency Act of 1991
THPOs	Tribal Historic Preservation Officers
THUMS	Texaco, Humble, Union, Mobil, and Shell
TIA	Traffic Impact Analysis
TMDL	Total maximum daily load
TMP	Traffic Management Plan
TRU	Transportation Refrigeration Unit
U.S. EPA	U.S. EPA
USACE	U.S. Army Corps of Engineers.
USC	University of Southern California
USD	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Services
USGS	United States Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Planning Act
VCP	Vitrified Clay Pipe
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WAIRE	Warehouse Actions and Investments to Reduce Emissions Points
WPCO	Warehouse Points Compliance Obligations
WRI	World Resources Institute
WUI	Wildland-Urban Interface
WWLBC	Wilmington, West Long Beach, and Carson

Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the demolition of an existing industrial facility located on a 14.16 acre parcel at 5910 Cherry Avenue in the city of Long Beach, California and the construction of a new 304,344 square foot tilt-up light-industrial building with associated improvements, including parking and landscaping (referred to as “proposed Project” or “Project”). This section summarizes the characteristics of the proposed Project, alternatives to the proposed Project, and the environmental impacts and mitigation measures associated with the proposed Project.

Project Synopsis

Project Applicant/Lead Agency Contact Person

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Link Logistics Real Estate
3333 Michelson Drive, Unit 725
Irvine, CA 92612

City of Long Beach
Long Beach Development Services
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Contact: Amy L. Harbin, AICP, Planner
Long Beach Development Services, Planning Bureau (562) 570-5683
LBDS-EIR@longbeach.gov

Project Location

The Project site is located at 5910 Cherry Avenue in the City of Long Beach and is identified as Assessor Parcel Number (APN) 7119-018-033. The site is owned by Link Logistics Real Estate and encompasses approximately 14.16 acres. The site is bound by Cherry Avenue on the west, one privately owned parcel on the north and east, and three privately owned parcels on the south. The Project site is regionally accessible from the Artesia Freeway (Highway 91) and the Long Beach Freeway (Interstate 710, or I-710).

Project Description

This EIR has been prepared to examine the potential environmental effects of the 5910 Cherry Avenue Industrial Building Project. The following is a summary of the full project description, which can be found in Chapter 2, *Project Description*.

The Project site is currently developed with eight single-story buildings, ranging from 2,400 to 33,100 square feet (SF), on the northern and western portions of the Project site. The proposed Project involves demolition of these eight buildings and construction of a single, approximately 304,344 SF tilt-up light-industrial building with associated parking and landscaping. The proposed building would be 51 feet high and surrounded by parking areas. Depending on the Tenant Use Option ultimately selected and constructed, the Project would include 338 at-grade parking stalls and 79 truck parking stalls. Passenger vehicle parking would be situated in front of the proposed

building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature 44-truck high-dock doors along the south elevation facing the abutting commercial site. Approximately 10,066 SF of office space would be accommodated in the southwest corner of the building along Cherry Avenue. The office space would be located on the first floor and mezzanine level of the proposed building. The proposed Project would also include landscaping along Cherry Avenue, the northern periphery of the Project site, and along the rear of the proposed building.

The Project site is currently zoned (IG) General Industrial. The proposed Project seeks a zone change for the Project site to (IL) Light Industrial.

Project Objectives

The proposed Project includes six objectives:

- To replace existing underutilized buildings with a new state of the art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base.
- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

Required Project Approvals

In compliance with Sections 15050 and 15367 of the CEQA Guidelines, the City of Long Beach has been designated as the "lead agency," which is defined as "the public agency which has the principal responsibility for carrying out or approving a project." Approvals by the lead agency required for development of the proposed Project include, but may not be limited to the following:

The proposed Project would require adoption by the Long Beach Planning Commission/City Council and the following discretionary approvals:

- CEQA Approval and certification of the EIR.
- A zoning code map amendment to rezone the Project site from General Industrial (IG) to Light Industrial (IL).
- A Site Plan Review for design of the proposed building.

In addition, ministerial permits, including demolition permit, grading permit, building permits, and public works permits, would be issued by the City to allow site preparation and construction of the

proposed Project and off-site project infrastructure connections. The proposed Project would require the following ministerial approvals:

- A Demolition Permit to allow for removal of the existing on-site development.
- A Grading Permit to allow site preparation.
- Public Works Permits to allow for offsite improvements in the public right of way.
- Building Permits to allow for the construction of the proposed Project.

No approvals by responsible or trustee agencies have been identified for the proposed Project.

Summary of Impacts and Mitigation Measures

Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts, summarizes the environmental impacts of the proposed Project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold of significance given reasonably available and feasible mitigation measures. Such an impact requires issuance of a Statement of Overriding Considerations if the project is approved per CEQA Guidelines Section 15093.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the significance threshold given reasonably available and feasible mitigation measures. Such an impact requires findings under CEQA Guidelines Section 15091.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold of significance and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

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Table ES-1: Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impacts	Mitigation Measures	Residual Impacts
4.2 Aesthetics		
Impact AES-1: Would the project have a substantial adverse effect on a scenic vista?	None Required	No Impact
Impact AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None Required	No Impact
Impact AES-3: Would the project, if in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	None Required	No Impact
Impact AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	None Required	Less than Significant Impact
4.3 Agriculture and Forestry Resources		
Impact AG-1: 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?	None Required	No Impact
Impact AG-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	None Required	No Impact
Impact AG-3: 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))?	None Required	No Impact
Impact AG-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?	None Required	No Impact
Impact AG-5: 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?	None Required	No Impact

Impacts	Mitigation Measures	Residual Impacts
4.4 Air Quality		
Impact AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	None Required	Less than Significant Impact
Impact AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	None Required	Less than Significant Impact
Impact AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	None Required	Less than Significant Impact
Impact AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	None Required	Less than Significant Impact
4.5 Biological Resources		
Impact BIO-1: 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?	None Required	Less than Significant Impact
Impact BIO-2: 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?	None Required	Less than Significant Impact
Impact BIO-3: 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?	None Required	No Impact
Impact BIO-4: 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?	None Required	No Impact
Impact BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	None Required	Less than Significant Impact
Impact BIO-6: 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?	None Required	No Impact

Impacts	Mitigation Measures	Residual Impacts
4.6 Cultural Resources		
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	None Required	No Impact
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<p>Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resources: In the event that any subsurface cultural resources are encountered at the Project site during construction or the course of any ground disturbance activities, all such activities within 50 feet of the discovery shall halt immediately. The applicant shall notify the City and consult with a Secretary of Interior qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. For any resources of Native American origin, the City shall also contact the Tribes that elected to consult on the Project to identify its potential as a Tribal Cultural Resource (TCR). Should the resource, in consultation between the City and Tribe(s), be determined a TCR, the City shall also consult with Tribes regarding avoidance or other measures recommended by the consultant. All identified cultural resources will be recorded on appropriate CA DPR 523 series forms and evaluated for significance. All records will be submitted to the City of Long Beach, Consulting Tribe(s), and South Central Coastal Information Center (SCCIC).</p>	Less than Significant Impact with Mitigation
Impact CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	<p>Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains: In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities within 100 feet shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. Additionally, the following procedures shall be followed:</p> <p style="padding-left: 40px;">Contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)</p>	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	<p>If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person they believe to be the Most Likely Descendent (MLD) of the ancestral remains. The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.</p>	
4.7 Energy		
<p>Impact ENG-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>	None Required	Less than Significant Impact
<p>Impact ENG-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	None Required	Less than Significant Impact
4.8 Geology and Soils		
<p>Impact GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?</p>	None Required	Less than Significant Impact
<p>Impact GEO-2: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction?</p>	<p>Mitigation Measure GEO-1, Final Geotechnical Site Investigation. The Project Applicant shall engage a California-registered geotechnical engineer to prepare a Final Geotechnical Investigation for the proposed Project. The Final Geotechnical Report shall meet the requirements of the 2022 CBC, California DOC, Division of Mines and Geology Special Publication 117 (SP 117), as amended, the City of Long Beach, and other applicable regulations and standards. The Final Geotechnical Investigation shall describe the geological and geotechnical conditions of the Project site, include design-level geotechnical recommendations, and provide findings, recommendations, and proposed mitigation for addressing potential seismic hazards associated with the proposed Project. The Final Geotechnical Investigation shall be provided to the City of Long Beach for review and approval. Review and approval of the Final Geotechnical Investigation shall be a condition of issuance of building permits by the City of Long Beach.</p> <p>Mitigation Measure GEO-2, Remedial Site Grading. The Project Applicant shall employ remedial grading within the proposed building footprint as part</p>	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	of construction of the proposed Project. Remedial grading will include the excavation of the existing undocumented fill soils, as well as the potentially compressible near-surface native alluvium for evaluation purposes and processing. Processing includes scarification, moisture conditioning, and recompaction to at least 90 percent of the ASTM-D-1557 maximum dry density. This layer of fill will help to mitigate any liquefaction-induced differential settlements.	
Impact GEO-3: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	None Required	Less than Significant Impact
Impact GEO-4: Would the project result in substantial soil erosion or the loss of topsoil?	None Required	Less than Significant Impact
Impact GEO-5: 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?	<p>Mitigation Measure GEO-1, Final Geotechnical Site Investigation. The Project Applicant shall engage a California-registered geotechnical engineer to prepare a Final Geotechnical Investigation for the proposed Project. The Final Geotechnical Report shall meet the requirements of the 2022 CBC, California DOC, Division of Mines and Geology Special Publication 117 (SP 117), as amended, the City of Long Beach, and other applicable regulations and standards. The Final Geotechnical Investigation shall describe the geological and geotechnical conditions of the Project site, include design-level geotechnical recommendations, and provide findings, recommendations, and proposed mitigation for addressing potential seismic hazards associated with the proposed Project. The Final Geotechnical Investigation shall be provided to the City of Long Beach for review and approval. Review and approval of the Final Geotechnical Investigation shall be a condition of issuance of building permits by the City of Long Beach.</p> <p>Mitigation Measure GEO-2, Remedial Site Grading. The Project Applicant shall employ remedial grading within the proposed building footprint as part of construction of the proposed Project. Remedial grading will include the excavation of the existing undocumented fill soils, as well as the potentially compressible near-surface native alluvium for evaluation purposes and processing. Processing includes scarification, moisture conditioning, and recompaction to at least 90 percent of the ASTM-D-1557 maximum dry density. This layer of fill will help to mitigate any liquefaction-induced differential settlements.</p>	Less than Significant Impact with Mitigation
Impact GEO-6: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	None Required	Less than Significant Impact.

Impacts	Mitigation Measures	Residual Impacts
<p>Impact GEO-7: 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?</p>	<p>None Required</p>	<p>No Impact</p>
<p>Impact GEO-8: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Mitigation Measure GEO-3, Paleontological Monitoring. In the event paleontological resources are encountered during construction of the proposed Project, the City shall be immediately informed of the discovery. All work shall cease in the area of the find, and a qualified paleontologist shall be retained by the Applicant to evaluate the find before restarting work in the area. A qualified paleontologist is a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, which is defined as an individual preferably with an M.S. or Ph.D. in paleontology or geology, who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California (preferably Southern California), and who has worked as a paleontological mitigation Project supervisor for a least one year. The City shall require that all paleontological resources identified on the Project site be assessed and treated in a manner determined by the qualified paleontologist. The qualified paleontologist shall be empowered to halt or divert ground disturbing activities.</p>	<p>Less than Significant Impact with Mitigation</p>
<p>4.9 Greenhouse Gas Emissions</p>		
<p>Impact GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<p>None Required</p>	<p>Less than Significant Impact</p>
<p>Impact GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p>None Required</p>	<p>Less than Significant Impact</p>
<p>4.10 Hazards and Hazardous Materials</p>		
<p>Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>None Required</p>	<p>Less than Significant Impact</p>
<p>Impact HAZ-2: 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?</p>	<p>None Required</p>	<p>Less than Significant Impact</p>
<p>Impact HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>None Required</p>	<p>Less than Significant Impact</p>

Impacts	Mitigation Measures	Residual Impacts
Impact HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	None Required	Less than Significant Impact
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	None Required	No Impact
Impact HAZ-6: Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan?	None Required	No Impact
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires?	None Required	Less than Significant Impact
4.11 Hydrology and Water Quality		
Impact HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	None Required	Less than Significant Impact
Impact HWQ-2: 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?	None Required	No Impact
Impact HWQ-3a: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site?	None Required	Less than Significant Impact
Impact HWQ-3b: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	None Required	Less than Significant Impact
Impact HWQ-3c: 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	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Residual Impacts
which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		
Impact HWQ-3d: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	None Required	Less than Significant Impact
Impact HWQ-4: Would the project if in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	None Required	Less than Significant Impact
Impact HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None Required	Less than Significant Impact
4.12 Land Use and Planning		
Impact LUP-1: Would the project physically divide an established community?	None Required	No Impact
Impact LUP-2: 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?	None Required	Less than Significant
4.13 Mineral Resources		
Impact MIN-1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	None Required	No Impact
Impact MIN-2: 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?	None Required	No Impact
4.14 Noise		
Impact NOI-1: 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?	<p>Mitigation Measure MM NOI-1, Noise Control Barrier. The Project Applicant would install a minimum 12-foot-high temporary construction noise barrier along the western Project site boundary, starting from Cherry Avenue and extending a minimum of 100 feet to the east along both the northern and southern property lines for the duration of Project construction. The noise control barrier must have a solid face from top to bottom. The noise control barrier must meet the minimum height (12 feet) and be constructed as follows:</p> <ol style="list-style-type: none"> 1. The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (FHWA, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g., vinyl acoustic 	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Residual Impacts
	<p>curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts.</p> <p>2. The noise barrier must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.</p> <p>3. The noise control barrier and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity.</p> <p>Mitigation Measure MM NOI-2, Construction Hours. All construction activities shall comply with LBMC Section 8.80.202 restricting construction activity to the hours between 7:00 p.m. and 7:00 a.m.</p> <p>Mitigation Measure MM NOI-3, Equipment Mufflers. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.</p> <p>Mitigation Measure MM NOI-4, Equipment Location. All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receivers.</p> <p>Mitigation Measure MM NOI-5, Staging Areas. Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.</p> <p>Mitigation Measure MM NOI-6, Delivery Hours. The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment under Mitigation Measure MM-2, Construction Hours.</p> <p>Mitigation Measure MM NOI-7, Electric Equipment. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.</p> <p>Mitigation Measure MM NOI-8, Construction Site Noise Limits. No music or electronically reinforced speech from construction workers shall be allowed.</p>	
<p>Impact NOI-1-b: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	None Required	Less than Significant Impact
<p>Impact NOI-1-c: 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</p>	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Residual Impacts
standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		
Impact NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	None Required	Less than Significant Impact
Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	None Required	No Impact
4.15 Population and Housing		
Impact POP-1: 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)?	None Required	No Impact
Impact POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	None Required	No Impact
4.16 Public Services		
Impact PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?	None Required	Less than Significant Impact
Impact PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?	None Required	Less than Significant Impact
Impact PUB-3: 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	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Residual Impacts
environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?		
Impact PUB-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?	None Required	Less than Significant Impact
Impact PUB-5: Would the project Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other services?	None Required	Less than Significant Impact
4.17 Recreation		
Impact REC-1: 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?	None Required	Less than Significant Impact
Impact REC-2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	None Required	Less than Significant Impact
4.18 Transportation		
Impact TRA-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	None Required	Less than Significant Impact
Impact TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<p>Mitigation Measure TRA-1, Implement a Voluntary Commute Reduction Program: The ultimate tenant will implement a voluntary Commute Trip Reduction (CTR) program to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.</p> <p>Mitigation Measure TRA-2, Employer Provided Transit Passes: The ultimate tenant would provide employees with transit passes to encourage commuting by public transit in lieu of traveling by personal vehicle.</p>	Significant and Unavoidable

Cherry Avenue Industrial Building Project

Impacts	Mitigation Measures	Residual Impacts
Impact TRA-3: 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)?	None Required	Less than Significant Impact
Impact TRA-4: Would the project result in inadequate emergency access?	None Required	Less than Significant Impact
4.19 Tribal Cultural Resources		
Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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)?	None Required	No Impact
Impact TCR-2: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?	None Required	No Impact
4.20 Utilities and Service Systems		
Impact UTI-1: 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?	None Required	Less than Significant Impact
Impact UTI-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Residual Impacts
Impact UTI-3: Would the project result in a determination by the wastewater treatment provider which services of may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitment?	None Required	Less than Significant Impact
Impact UTI-4: Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure?	None Required	Less than Significant Impact
Impact UTI-5: Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure?	None Required	Less than Significant Impact
4.21 Wildfire		
Impact WF-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	None Required	No Impact
Impact WF-2: 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?	None Required	No Impact
Impact WF-3: 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?	None Required	No Impact
Impact WF-4: 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?	None Required	No Impact

Areas of Known Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

During the public scoping period that began with issuance of the Notice of Preparation (NOP), several comments were received regarding the proposed Project both via U.S. Mail and verbally during the scoping meeting held on November 1, 2023. The comments submitted during the public scoping period are included in **Appendix A** to this EIR. In general, areas of potential controversy known to the City of Long Beach include air quality, cultural resources, greenhouse gas, hazards and hazardous materials, noise, and traffic. These issues were considered in the preparation of this EIR, where appropriate, and are addressed in the environmental impact analyses presented in Chapter 4 of this EIR.

Project Alternatives

CEQA Guidelines Section 15126.6(a) requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Five Alternatives to the project have been identified and analyzed. Each of the five alternatives is summarized below and evaluated in sufficient detail (see Chapter 5) to determine whether the overall environmental impacts would be “less than”, “similar to”, or “greater than” the corresponding impacts of the proposed Project. Furthermore, each alternative is evaluated to determine whether the project objectives could be substantially attained by the alternative. The comparative impacts of the Project and the alternatives are summarized in **Table ES-2: Alternatives and Proposed Project Comparison**, below. Based on this alternatives analysis, and as required by CEQA, an environmentally superior alternative is identified.

Alternative 1: No Build/No Project Alternative

Pursuant to Section 15126.6(e)(3)(B) of the CEQA Guidelines, Alternative 1, the “No Build/No Project” Alternative, represents the circumstance under which the proposed project does not proceed. Under Alternative 1 it is assumed that the existing development on the Project site would remain as is and no new development would be implemented. As discussed in Chapter 2, *Project Description*, of this Draft EIR, the Project site is currently developed with an underutilized single-story office building and seven single-story industrial buildings. Limited areas of landscaping consisting of grass, shrubs, and trees are found in front of the office building facing Cherry Avenue. Excluding the existing buildings and landscaping, the remainder of the Project site is paved with asphalt and concrete pavement. Under Alternative 1, the Project site and existing facilities would remain unchanged.

Alternative 2: Adaptive Reuse of Existing Building – Industrial

Alternative 2: Adaptive Reuse of Existing Building – Industrial, would adapt the existing main building to accommodate new industrial uses. This would be accomplished through renovation and reuse of the existing main building as well as development of a new light-industrial building that would integrate with the existing main building. Construction of Alternative 2 would keep part or all of the main building and the new building would be a tilt-up industrial building located to the

east of the existing main office building. Development of Alternative 2 would be more selective and less intensive than the proposed Project, which would remove all existing structures, including the impermeable surfaces that cover the majority of the Project site. Accordingly, Alternative 2 would require removal of less debris than the proposed Project and result in a less intensive use.

Alternative 3: Adaptive Reuse of Existing Buildings – Office

Alternative 3: Adaptive Reuse of Existing Building – Office, would adapt the existing office building to accommodate new office use. This would be accomplished through renovation and reuse of the existing office building. The other seven existing buildings on the Project site could remain as they exist or be removed and would not be included as part of the Alternative. Construction activity associated with Alternative 3 would be limited to the existing office building and landscaping and would be less intensive than the proposed Project. Operations would be less intensive and include employee commute trips and no truck trips.

Alternative 4: Reduced Project

Alternative 4, the Reduced Project Alternative proposes the same type of development and Tenant Use Options as the proposed Project but would reduce the overall size of the proposed building by two-thirds, to approximately 100,000 SF. Alternative 4 would develop a smaller concrete, tilt-up light-industrial warehouse building. The proposed building would be surrounded by parking areas that would include both passenger vehicle and truck parking. Passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature loading dock doors along the south elevation facing the abutting commercial site. Alternative 4 would also include landscaping along Cherry Avenue, the northern periphery of the Project site, and along the rear of the proposed building.

Alternative 5: Outdoor Truck/Trailer Storage

Alternative 5, Outdoor Truck/Trailer Storage proposes to repurpose the site as an outdoor parking area for trucks and truck trailers. This Alternative is anticipated to provide overflow or excess trailer parking for nearby warehouses and/or distribution facilities that would be seeking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. Alternative 5 would demolish the existing structures and landscaping and develop a paved truck/trailer parking area for approximately 460 truck/trailer parking stalls, 8 feet high security fencing, a guard house, perimeter lighting, landscaping, site drainage, driveway, and internal drive lane improvements.

Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. Selection of an environmentally superior alternative is based on comparison of the alternatives to determine which among the alternatives would reduce or eliminate the impacts associated with the Project to the greatest degree.

Of the alternatives analyzed in this Draft EIR, Alternative 1, would be considered the environmentally superior alternative because it would not involve new development and assumes that the Project site would operate under existing conditions. Although Alternative 1 would not meet any of the Project objectives, it would avoid all of the proposed Project's significant impacts and would have reduced impacts compared to the proposed Project. However, because Alternative 1 has been identified as the environmentally superior alternative, identification of another environmentally superior alternative is required.

All four of the build alternatives, Alternative 2: Adaptive Reuse of Existing Building - Industrial, Alternative 3: Adaptive Reuse of Existing Building – Office, Alternative 4: Reduced Project Alternative, and Alternative 5: Outdoor Truck/Trailer Storage, would result in impacts to cultural resources (related to human remains), geology (paleontological resources), and hazards (potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction), to the same extent as the Project. Similar to the proposed Project, all four alternatives would result in less than significant impacts after mitigation to these resource topics.

Alternative 3 would adaptively reuse the existing main building for office purposes and would not generate substantial temporary or permanent noise or increased vibration due to Project operations, and impacts are less than those for the Project. Alternative 5 results in noise impacts that would be greater than impacts from the Project.

Alternative 2 and Alternative 4 would result in similar levels of VMT as the proposed Project due to Project operations and would result in significant and unavoidable impacts. Alternative 5 would result in less VMT than the proposed Project due to Project operations and would result in less than significant impacts. Alternative 3 would not include similar operations and would result in lower VMT compared to the proposed Project. Thus, Alternative 3 would be the environmentally superior alternative.

Alternative 3 would not meet several of the Project objectives, including replacement of existing underutilized buildings with a new industrial building that meets the current California Building Code and California Green Building Code Standards, redevelopment of an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base, development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region, and to encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles. Alternative 3 would partially meet two Project objectives: to promote development that will generate both short-term and long-term employment opportunities for the community and to encourage development that will attract new businesses to the City of Long Beach, and. Alternative 3 would renovate and repurpose the existing main building for office use. In the current market environment, leasing a single-story, Class C, suburban office is economically unfeasible given there is no demand to lease such properties.

Table ES-2 Alternatives and Proposed Project Comparison

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
Aesthetics	No Impact	Avoid. Existing conditions would remain the same and therefore there would be no impact.	Similar. Alternative 2 would involve rehabilitation of the existing main building and construction of a new industrial tilt-up building. Impacts to aesthetics would be similar compared to the proposed Project. There would be no impact.	Similar. Alternative 3 would involve renovation of the existing main building for office use. Impacts to aesthetics would be similar compared to the proposed Project. There would be no impact.	Similar. Alternative 4 would demolish the existing buildings and construct a smaller industrial tilt-up building. Impacts to aesthetics would be similar compared to the proposed Project. There would be no impact.	Similar. Alternative 5 would demolish the existing buildings and repurpose the site as an outdoor parking area for trucks and truck trailers. Therefore, impacts to aesthetics would be similar to the proposed Project. There would be no impact.
Agriculture and Forestry	No Impact	Avoid. Existing conditions would not conflict with agricultural and forest land. There would be no impact.	Similar. Alternative 2 would not conflict with agricultural and forest land. There would be no impact.	Similar. Alternative 3 would not conflict with agricultural and forest land. There would be no impact.	Similar. Alternative 4 would not conflict with agricultural and forest land. There would be no impact.	Similar. Alternative 5 would not conflict with agricultural and forest land. There would be no impact.
Air Quality	Less than Significant Impact	Avoid. The existing air emissions would remain the same, as no new development would occur. Therefore, impacts would be less than significant.	Less. Emissions for construction activities would be similar for construction. Emissions for operation would be less than the proposed Project. Impacts would be less than significant.	Less. Emissions for construction activities would be similar for construction. Emissions for operation would be less than the proposed Project. Impacts would be less than significant.	Less. Emissions for construction activities would be similar for construction. Emissions for operation would be less than the proposed Project. Impacts would be less than significant.	Less. Emissions for construction activities would be similar for construction. Emissions for operation would be less than the proposed Project. Impacts would be less than significant.
Biological Resources	Less than Significant Impact	Avoid. The No Build/No Project Alternative would not affect any candidate, sensitive, or special status species. Impacts would be less than significant.	Similar. Alternative 2 would not affect any candidate, sensitive or special status species. Impacts would be less than significant.	Similar. Alternative 3 would not affect any candidate, sensitive or special status species. Impacts would be less than significant.	Similar. Alternative 4 would not affect any candidate, sensitive or special status species. Impacts would be less than significant.	Similar. Alternative 5 would not affect any candidate, sensitive or special status species. Impacts would be less than significant.
Cultural Resources	Less than Significant	Avoid. No demolition or ground disturbance	Similar. The existing main building would be	Similar. The existing main building would be	Similar. The existing buildings would be	Similar. The existing buildings would be

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
	Impact with Mitigation	would occur and therefore there would be no impacts.	repurposed; however, excavation would still be required. Impacts would be less than significant with mitigation.	repurposed; however, excavation would still be required. Impacts would be less than significant with mitigation.	demolished, and the site excavated. Impacts would be less than significant with mitigation.	demolished, and the site excavated. Impacts would be less than significant with mitigation.
Energy	Less than Significant Impact	Avoid. The existing energy use would remain the same, as no new development would occur. Therefore, there would be no impacts.	Less. The existing main building would be repurposed. Energy consumption would be less than the proposed Project. Impacts would be less than significant.	Less. The existing main building would be repurposed. Energy consumption would be less than the proposed Project. Impacts would be less than significant.	Less. The Project would be reduced in size; therefore, energy demand would be less than the proposed Project. Impacts would be less than significant.	Less. The existing buildings would be removed. Energy consumption would be less than the proposed Project. Impacts would be less than significant.
Geology and Soils	Less than Significant with Mitigation	Avoid. Existing conditions would remain the same. Therefore, there would be no impacts.	Similar. The existing main building would be repurposed and could potentially expose people or structures to potential adverse effects, including the risk of loss, injury, or death. Alternative 2 would result in a similar risk of encountering an unknown unique paleontological resource; however, impacts would be less than significant with mitigation.	Similar. The existing main building would be repurposed and could potentially expose people or structures to potential adverse effects, including the risk of loss, injury, or death. Alternative 3 would result in a similar risk of encountering an unknown unique paleontological resource; however, impacts would be less than significant.	Similar. Introduction of new buildings could expose people or structures to potential adverse effects, including the risk of loss, injury, or death. Alternative 4 would result in a similar risk of encountering an unknown unique paleontological resource; however, impacts would be less than significant.	Similar. The existing buildings would be demolished, which could expose people or structures to potential adverse effects, including the risk of loss, injury, or death. Alternative 5 would result in a similar risk of encountering an unknown unique paleontological resource; however, impacts would be less than significant.
Greenhouse Gas Emissions	Less than Significant Impact	Avoid. The existing baseline GHG emissions would remain the same, as no new development would occur. Therefore, there would be no impacts.	Less. The existing main building would be repurposed, and emissions would be less than the proposed Project. Impacts would be less than significant.	Less. The existing main building would be repurposed, and emissions would be less than the proposed Project. Impacts would be less than significant.	Less. The Project would be reduced in size; therefore, GHG emissions would be less than the proposed Project. Impacts would be less than significant.	Less. The existing buildings would be removed. GHG emissions would be less than the proposed Project. Impacts would be less than significant.

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/ Trailer Storage
Hazards and Hazardous Materials	Less than Significant Impact	Avoid. The No Project Alternative would not introduce hazards or hazardous materials during Project construction and operation. Therefore, there would be no impacts.	Similar. Construction activities would be required to comply with CalOSHA standards, SCAQMD rules, SWPPP, and the SMP. Therefore, impacts would be less than significant.	Similar. Construction activities would be required to comply with CalOSHA standards, SCAQMD rules, SWPPP, and the SMP. Therefore, impacts would be less than significant.	Similar. Construction activities would be required to comply with CalOSHA standards, SCAQMD rules, SWPPP, and the SMP. Therefore, impacts would be less than significant.	Similar. Construction activities would be required to comply with CalOSHA standards, SCAQMD rules, SWPPP, and the SMP. Therefore, impacts would be less than significant.
Hydrology and Water Quality	Less than Significant Impact	Avoid. The No Project Alternative would not alter the existing drainage pattern of the site or area. Therefore, no impact would occur.	Similar. The existing main building would be repurposed, and the Alternative would not alter existing drainage pattern of the site or area. Therefore, impacts would be less than significant.	Similar. The existing main building would be repurposed, and the Alternative would not alter existing drainage pattern of the site or area. Therefore, impacts would be less than significant.	Similar. The Alternative would result in reduced water demand and would not alter existing drainage pattern of the site or area. Therefore, impacts would be less than significant.	Similar. The Alternative would result in reduced water demand and would not alter existing drainage pattern of the site or area. Therefore, impacts would be less than significant.
Land Use and Planning	Less than Significant Impact.	Avoid. The No Project Alternative would not introduce new workers and future employees to the proposed Project. Therefore, no impact would occur.	Similar. Construction of Alternative 2 would introduce new workers and future employees to the city. Impacts would be less than significant.	Similar. Construction of Alternative 3 would introduce new workers and future employees to the city. Impacts would be less than significant.	Similar. Construction of Alternative 4 would introduce new workers and future employees to the city. Impacts would be less than significant.	Similar. Construction of Alternative 5 would introduce new workers and future employees to the city. Impacts would be less than significant.
Mineral Resources	No Impact	Avoid. Existing conditions would remain the same. Therefore, there would be no impact to mineral resources.	Similar. Because there are no mineral resources on site, implementation of this Alternative would not result in the loss of mineral resources. No impacts would occur.	Similar. Because there are no mineral resources on site, implementation of this Alternative would not result in the loss of mineral resources. No impacts would occur.	Similar. Because there are no mineral resources on site, implementation of this Alternative would not result in the loss of mineral resources. No impacts would occur.	Similar. Because there are no mineral resources on site, implementation of this Alternative would not result in the loss of mineral resources. No impacts would occur.
Noise	Less than Significant with Mitigation	Avoid. Existing conditions would remain the same. Therefore, there would be no impacts.	Less. Noise from construction activities would be similar to the proposed Project. Operational noise	Similar. Noise from construction activities would be similar to the proposed Project. Operational noise	Similar. Noise from construction activities would be similar to the proposed Project. Operational noise	Greater. Noise from construction activities would be similar to the proposed Project. Operational noise

Cherry Avenue Industrial Building Project

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
			would be similar or less than the proposed Project, because the Alternative results in a smaller industrial building. Impacts would be less than significant with mitigation.	would be less than the proposed Project, because this Alternative would exclude industrial uses. Impacts would be less than significant with mitigation.	would be less than the proposed Project, as the Project site would be reduced in size and would result in lower levels of Project noise. Impacts would be less than significant with mitigation.	would be greater than the proposed Project, because this Alternative would not include buildings that would provide shielding of onsite noise to offsite receptors. Impacts would be less than significant with mitigation.
Population and Housing	Less than Significant	Avoid. Existing conditions would remain the same and would not introduce new workers or employees to the city. Therefore, there would be no impacts.	Similar. Alternative 2 would introduce new workers or future employees to the city. Impacts would be less than significant.	Similar. Alternative 3 would introduce new workers or future employees to the city. Impacts would be less than significant.	Similar. Alternative 4 would introduce new workers or future employees to the city. Impacts would be less than significant.	Similar. Alternative 5 would introduce new workers or future employees to the city. Impacts would be less than significant.
Public Services	Less than Significant impact	Avoid. Existing conditions would remain the same; therefore, would not result in the need for new public service facilities. There would be no impact.	Similar. Alternative 2 would repurpose the existing main building; however, it would not result in the need for new public service facilities. Impacts would be less than significant.	Similar. Alternative 3 would repurpose the existing main building; however, it would not result in the need for new public service facilities. Impacts would be less than significant.	Similar. Alternative 4 would reduce the Project size; however, it would not result in the need for new public service facilities. Impacts would be less than significant.	Similar. Alternative 5 would demolish the existing buildings to repurpose the site as an outdoor parking area. Therefore, it would not result in the need for new public service facilities. Impacts would be less than significant.
Recreation	Less than Significant impact	Avoid. Existing conditions would remain the same and would not increase the use of existing parks or other recreational facilities. No impacts would occur.	Similar. Alternative 2 would repurpose the existing main building which would not increase the demand for existing neighborhood and regional parks. Impacts	Similar. Alternative 3 would repurpose the existing main building which would not increase the demand for existing neighborhood and regional parks. Impacts	Similar. Alternative 4 would develop the Project at a reduced size. Alternative 4 would not increase the demand for existing neighborhood and regional parks. Impacts	Similar. Alternative 5 would repurpose the site as an outdoor parking area. Alternative 5 would not increase the demand for existing neighborhood and

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
			would be less than significant.	would be less than significant.	would be less than significant.	regional parks. Impacts would be less than significant.
Transportation	Significant and Unavoidable	Avoid. Existing conditions would not introduce increased traffic. Therefore, no impacts would occur.	Similar. While traffic would be reduced under Alternative 2, impacts would not be reduced to a level below the threshold of significance. Impacts would be significant and unavoidable.	Less. VMT would be reduced under Alternative 3 as compared to the proposed Project because the Alternative will eliminate truck trips. Impacts would be less than significant.	Similar. While traffic would be reduced under Alternative 4, impacts would not be reduced to a level below the threshold of significance. Impacts would be significant and unavoidable.	Less. VMT would be reduced under Alternative 5 as compared to the proposed Project because the truck trips are expected to be local serving. Impacts would be less than significant.
Tribal Cultural Resources	No Impact	Avoid. Existing conditions would not cause an adverse change in tribal cultural resources. Therefore, no impacts would occur.	Similar. Alternative 2 would not cause an adverse change in tribal cultural resources. Therefore, no impacts would occur.	Similar. Alternative 3 would not cause an adverse change in tribal cultural resources. Therefore, no impacts would occur.	Similar. Alternative 4 would not cause an adverse change in tribal cultural resources. Therefore, no impacts would occur.	Similar. Alternative 5 would not cause an adverse change in tribal cultural resources. Therefore, no impacts would occur.
Utilities and Service Systems	Less than Significant Impact	Avoid. Existing conditions would remain the same. Therefore, there would be no impact.	Similar. Alternative 2 would not result in the relocation or construction of new utilities and service systems. The Project would largely take advantage of existing infrastructure with utilities improvements limited to the Project site. Therefore, impacts would be less than significant.	Similar. Alternative 3 would not result in the relocation or construction of new utilities and service systems. The Project would largely take advantage of existing infrastructure with utilities improvements limited to the Project site. Therefore, impacts would be less than significant.	Similar. Alternative 4 would not result in the relocation or construction of new utilities and service systems. The Project would largely take advantage of existing infrastructure with utilities improvements limited to the Project site. Therefore, impacts would be less than significant.	Similar. Alternative 5 would not result in the relocation or construction of new utilities and service systems. The Project would largely take advantage of existing infrastructure with utilities improvements limited to the Project site. Therefore, impacts would be less than significant.
Wildfire	No Impact	Avoid. The Project Site is not located in or near an SRA and does not contain lands classified	Similar. The Project site is not located in or near an SRA and does not contain lands	Similar. The Project site is not located in or near an SRA and does not contain lands	Similar. The Project site is not located in or near an SRA and does not contain lands	Similar. The Project site is not located in or near an SRA and does not contain lands

Cherry Avenue Industrial Building Project

Environmental Issue Area	Proposed Project	Alternative 1: No Build/No Project	Alternative 2: Adaptive Reuse of Existing Building - Industrial	Alternative 3: Adaptive Reuse of Existing Building - Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
		as VHFHSZs. Therefore, no impact would occur.	classified as VHFHSZs. During both construction and operation, Alternative 2 would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Therefore, no impact would occur.	classified as VHFHSZs. During both construction and operation, Alternative 3 would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Therefore, no impact would occur.	classified as VHFHSZs. During both construction and operation, Alternative 4 would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Therefore, no impact would occur.	classified as VHFHSZs. During both construction and operation, Alternative 5 would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Therefore, no impact would occur.

1. Introduction

1.1 Overview of the Proposed Project

The proposed Project will include demolition of an existing industrial facility located on a 14.16 acre parcel at 5910 Cherry Avenue in the city of Long Beach, California. The proposed Project would involve the construction of a new 304,344 square foot (SF) tilt-up industrial building with associated improvements, including parking and landscaping. A detailed project description is provided in Section 2, Project Description.

1.2 Purpose of the Environmental Impact Report (EIR)

The proposed Project is subject to the discretionary approval of the City of Long Beach. Therefore, In accordance with Sections 15050 and 15367 of the CEQA Guidelines, the City has prepared this environmental impact report (EIR) to evaluate the potential environmental impacts of the proposed Project. Under Section 21067 of CEQA, the City is responsible for processing and approving the proposed Project. Accordingly, the City will consider the information in this EIR, along with other information that may be presented during the CEQA process. The EIR will also be used in connection with other permits and approvals necessary for the construction and operation of the proposed Project. The City's Planning Division, as well as the Building Safety Division, Public Works Department, and other responsible public agencies will use this EIR in approving activities associated with the Project.

In accordance with CEQA Guidelines Section 15121, this Draft EIR is an information document that will inform public agency decision-makers and the public generally of the environmental effects associated with the proposed Project, and ways to minimize any significant environmental impacts through mitigation measures or reasonable alternatives to the proposed Project. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant, in such cases impacts are considered significant and unavoidable.

1.3 Environmental Review Process

In compliance with the CEQA Guidelines, the City has taken steps to provide opportunities for participation in the environmental review process. This includes undertaking a formal scoping process. The following sections describe the scoping process in greater detail.

1.4 Scoping Process

As part of the preparation of the Draft EIR, an effort was made to contact State, regional, and local government agencies and interested parties to solicit comments and inform the public of the Project. This included the distribution of a Notice of Preparation (NOP) and a public scoping meeting.

1.4.1 Notice of Preparation

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated an NOP of an EIR to State, regional, and local agencies, and members of the public for a 32-day public review period. The public review period began Monday, October 9, 2023 and concluded Friday, November 10, 2023. The purpose of the NOP was to formally notice that the City was preparing a Draft EIR for the

Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. A copy of the NOP is provided in **Appendix A, Public Involvement**.

1.4.2 Scoping Meeting

The NOP included notice of an EIR Scoping Meeting. The purpose of the EIR Scoping Meeting was for the City to solicit input and written comments from agencies and the public on environmental issues or alternatives they believe should be addressed in the Draft EIR. The EIR Scoping Meeting was held virtually on Wednesday, November 1, 2023, using the Zoom video communications platform. A presentation explaining the proposed Project was provided and attendees were given an opportunity to provide their comments on the scope of the Draft EIR. A total of 18 members of the public attended the EIR Scoping Meeting. Comments were received from ten meeting participants.

Two written comment letters were received during the scoping period. The presentation from the EIR Scoping Meeting as well as the verbal and written comments received during the scoping period are provided in **Appendix A, Public Involvement**.

1.5 Organization of the Draft EIR

Executive Summary. The Executive Summary provides an overview of the Draft EIR. It briefly describes the proposed Project (location and key Project features), the CEQA environmental review process, a summary of Project impacts, a summary of the Project alternatives, and applicable mitigation measures.

Chapter 1. Introduction. This chapter provides a summary of the proposed Project, discusses the purpose of the EIR, including CEQA compliance requirements, and steps undertaken in the CEQA process, including the scoping process.

Chapter 2. Project Description. This chapter describes the proposed Project, including the Project location, surrounding land uses, existing conditions, Project objectives, Project use options, and the intended uses of the EIR.

Chapter 3. Environmental Setting. This chapter presents an overview of the Project's environmental setting, including the regional setting, project site setting, and past, present, and probable future projects considered in the analysis of potential Project contributions to cumulative impacts.

Chapter 4. Environmental Impact Analysis. This chapter describes the potential environmental effects of the proposed Project. The discussion is focused on potential impacts to 20 environmental resource topics. This includes discussion of the regulatory and environmental settings, methodology employed in the analysis, the thresholds of significance used to determine impacts, level of impact, mitigation measures, if warranted, and level of significance of the impact after mitigation. The Draft EIR addresses potential impacts to these environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing

- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Chapter 5. Alternatives. This chapter describes a reasonable range of alternatives to the proposed Project. These alternatives include Alternative 1: No Build/No Project, Alternative 2: Adaptive Reuse of Existing Building - Industrial, Alternative 3: Adaptive Reuse of Existing Building – Office, Alternative 4: Reduced Project, and Alternative 5: Outdoor Truck/Trailer Storage. Chapter 5 presents an analysis of the environmental effects of the alternatives for each issue area, though not to the same level of detail as analyzed for the proposed Project.

Chapter 6. Other CEQA Considerations. This chapter includes a discussion of other issues required by CEQA that are not discussed in other sections of the Draft EIR.

Chapter 7. Acronyms and Abbreviations. This chapter includes a list of the acronyms and abbreviations used throughout the Draft EIR.

Chapter 8. References. This chapter includes bibliography of resources used in preparation of the Draft EIR.

Chapter 9. List of Preparers. This chapter lists the persons responsible for preparation of the Draft EIR.

Appendices

The Environmental Analyses in this Draft EIR are supported by the following appendices:

Appendix A - Public Involvement

Appendix B - Cherry Avenue Industrial Building Air Quality Impact Analysis

Appendix C - Cherry Avenue Industrial Building Mobile Source Health Risk Assessment

Appendix D - Biological Resources Assessment

Appendix E - Historic Resources Analysis Report 5900 Cherry Avenue Long Beach

Appendix F - Archaeological Resources Assessment for the 5910 Cherry Avenue Project

Appendix G - Cherry Avenue Industrial Building Energy Analysis.

Appendix H - Geotechnical Investigation

Appendix I - Cherry Avenue Industrial Building Greenhouse Gas Analysis

Appendix J - Phase I ESA and Soil Management Plan

Appendix K - Hydrology and Hydraulics Report

Appendix L - Cherry Avenue Industrial Building Noise and Vibration Analysis

Appendix M - Cherry Avenue Industrial Building Traffic Assessment

Appendix N - Industrial Building-Utility Investigation Technical Memorandum

Appendix O - AB52 Tribal Consultation

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2. Project Description

This section describes the proposed Project, including the Project overview, Project location, existing conditions, Project objectives, description of the proposed Project, and required approvals needed for implementation of the Project.

2.1 Project Proponent

Yemi Alade
Link Logistics Real Estate
3333 Michelson Drive, Unit 725
Irvine, CA 92612

2.2 Lead Agency Contact Person

Consistent with CEQA Guidelines Section 15050, the City of Long Beach is the Lead Agency under CEQA and is responsible for adoption of the environmental document and approval of the project.

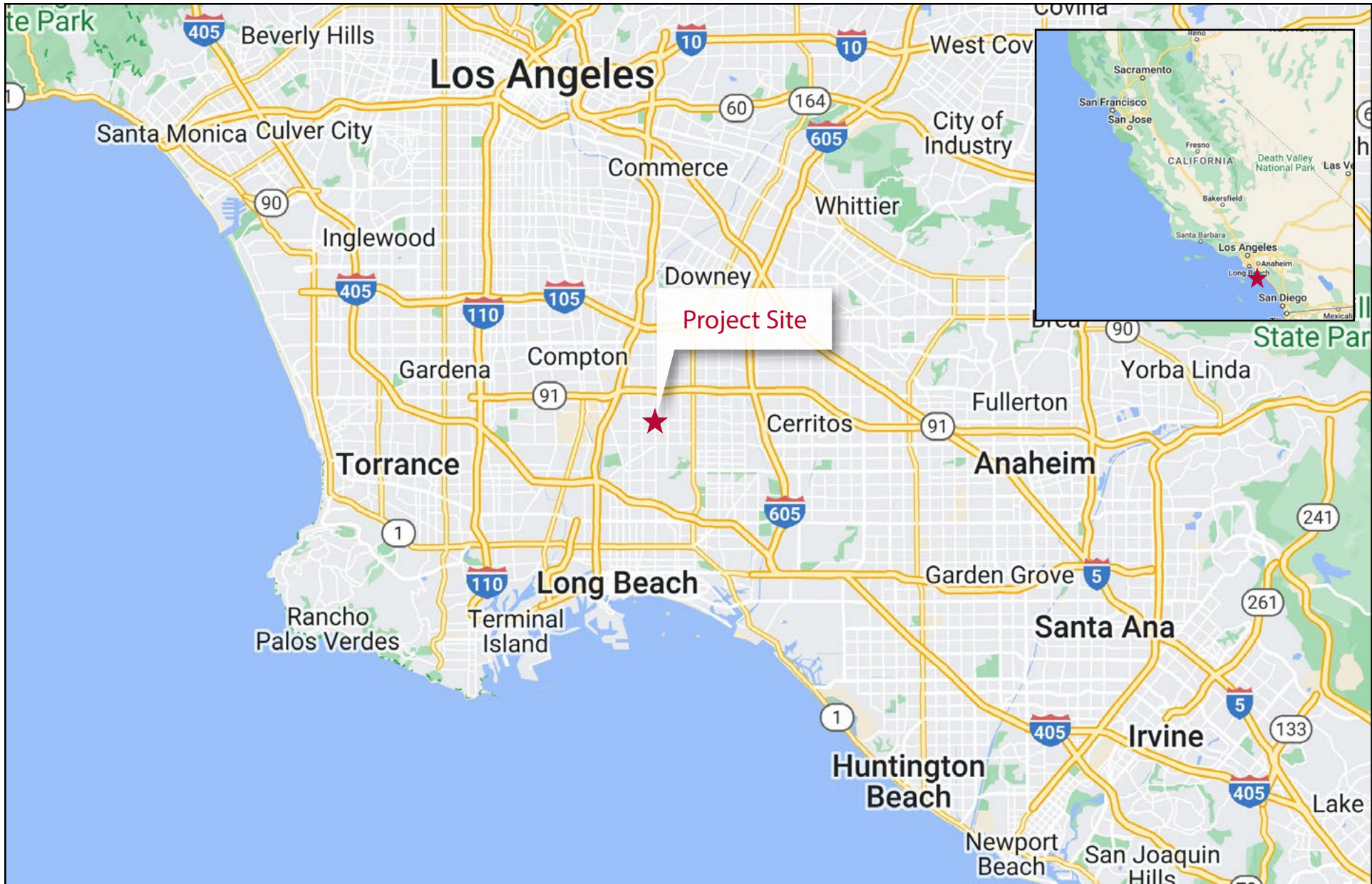
Amy L. Harbin, Planner
Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
(562) 570-6872
LBDS-EIR-Comments@longbeach.gov

2.3 Project Overview

The proposed Project will include demolition of an existing industrial development and office facility located on a 14.16-acre site at 5910 Cherry Avenue in the city of Long Beach, California. The facility is currently underutilized, with only portions of the site occupied by active tenants. The proposed Project would involve the construction of a new 304,344 SF tilt-up industrial warehouse facility with associated parking and landscaping.

2.4 Project Location and Surrounding Uses

The proposed Project site is in the northern half of the city of Long Beach (City) located at 5910 Cherry Avenue, approximately 650 feet north of the intersection of Cherry Avenue and South Street. The City lies within southeast Los Angeles County and is approximately 20 miles south of downtown Los Angeles. The City borders the Pacific Ocean to the south; the cities of Carson and Los Angeles to the west; the cities of Compton, Paramount, and Bellflower to the north; the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The Los Angeles river is approximately 1.7 miles east of the site. **Figure 2-1, Regional and Site Location Map** depicts the proposed Project site in a regional context.



SOURCE: Google Maps, 2023



FIGURE 2-1: Regional and Site Location Map

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT

The proposed Project site is currently developed with eight single-story buildings, ranging from 2,400 to 33,100 SF, on the northern and western portions of the Project site. The buildings were used for a variety of uses, although mainly for petroleum storage purposes and a maintenance yard for the neighboring tank farm. The Project site is bounded by Cherry Avenue to the west and Union Pacific rail lines to the east. The southern boundary of the Project site is parallel to East 59th Street and the northern boundary is located halfway between East 60th Street and East Hungerford Street. Existing industrial development is located to the north and east of the Project site, which include approximately 30 petroleum storage tanks of various sizes. Commercial development is located to the south and west of the Project site with areas of residential development located just beyond the commercial development to the west. **Figure 2-2, Aerial Photograph of the Project Site and Vicinity**, depicts the proposed Project site in a local setting. State Route 91 (SR 91) (located approximately 0.85 miles north of the site) and Interstate 710 (I-710) (located approximately 1.75 miles west of the Project site) provide regional access.

2.5 Existing Conditions

The Project site is currently developed with a single-story office building facing Cherry Avenue and 7 single-story industrial buildings located behind the office building in the northern and western portions of the Project site. All of the existing buildings were constructed between 1953 and 1959 and were primarily used in the storage of petroleum products and a maintenance yard for the neighboring tank farm. Limited areas of landscaping are located on the Project site, limited to grass, shrubs, and trees in front of the single-story office building on Cherry Avenue. The majority of the Project site, excluding the existing buildings, is paved with asphalt and concrete pavement. The eastern portion of the Project site is currently utilized for equipment and material storage with a waste storage area in the northeast Project site. Only part of the existing facility is currently being used, with approximately 20 employees working on site. The last major tenants vacated the site in 2021.

2.6 General Plan Land Use and Zoning

2.6.1 General Plan Land Use

Figure 2-3, 5910 Cherry Avenue General Plan Land Use, depicts the general plan land use for the proposed Project site and surrounding area. The proposed Project site is in the southwest portion of an existing area of industrial development in Uptown/North Long Beach. The Land Use Element of the City of Long Beach General Plan (adopted 2019) designates the area of the Project site and immediately surrounding land uses to the north, northeast, east, and southeast as Neo-Industrial (NI).¹ The NI Place Type, especially surrounding the Project site, was created to infill heavy industrial use areas, no longer needed within the City, with lighter industrial uses such as warehousing. The infill of such sites includes the conversion of several petroleum production uses within the Uptown/North Long Beach area. During the City's General Plan and Uplan update, a plan for Uptown/North Long Beach was completed that included the Project site. In the plan, the City confirmed that warehousing, the fulfillment of products, and e-commerce were uses consistent with the NI Place Type.²

¹ City of Long Beach 2040 *General Plan, 2020, Land Use District Maps*, Page 30. https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/maps/land-use-maps/lb2040_mapbook_page_30. (Accessed August 10, 2023).

² See October 6, 2022 Planning Commission meeting and subsequent City Council staff presentation. See also November 17, 2022 Planning Commission meeting approving industrial warehouse.

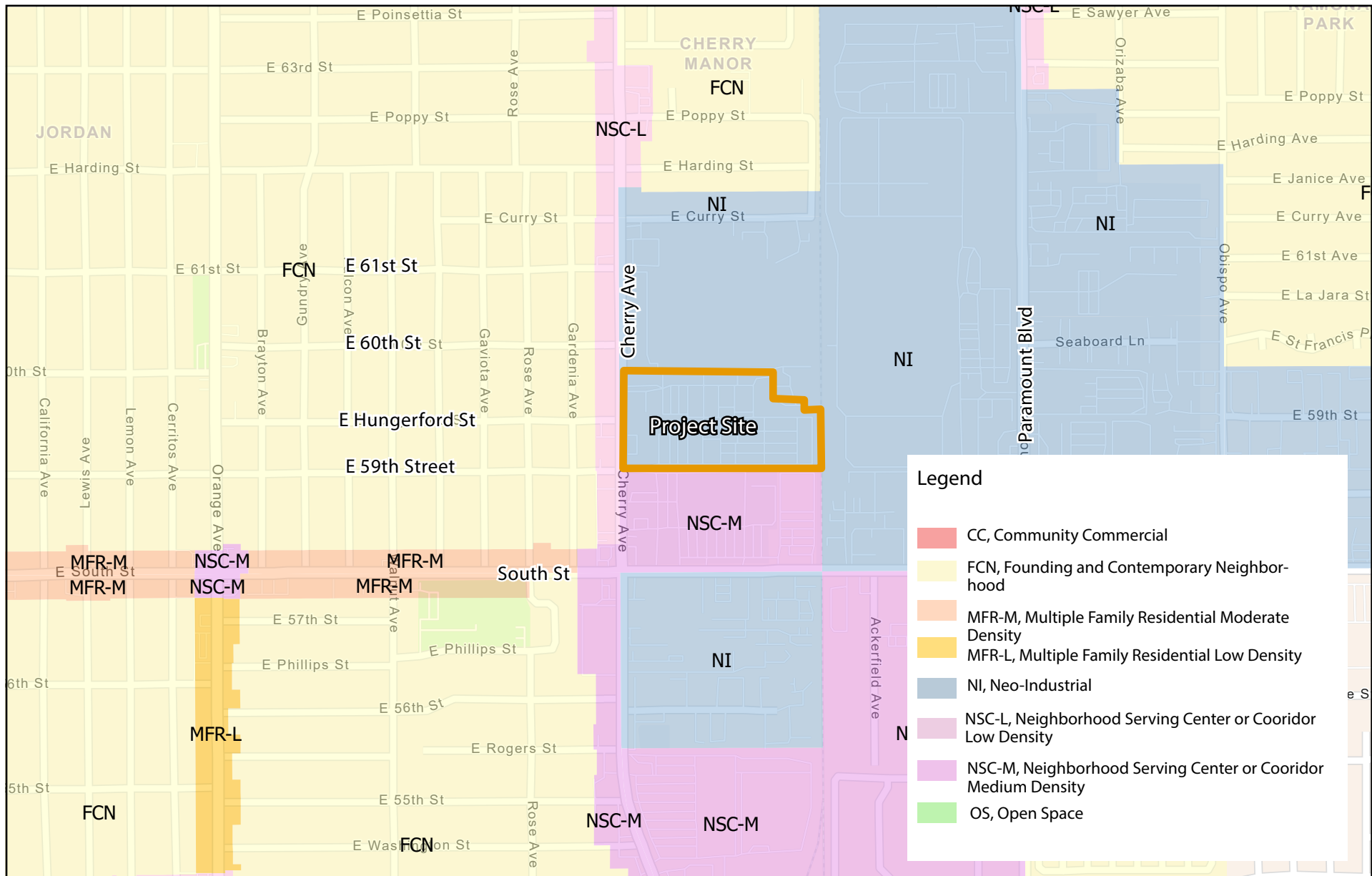


SOURCE: Nearthmap, 2023



FIGURE 2-2: Aerial Photograph of the Project Site and Vicinity

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT



SOURCE: City of Long Beach 2040 General Plan



FIGURE 2-3: General Plan Land Use

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT

In addition to warehousing/distribution, the Neo-Industrial Place Type provides for an assortment of additional land uses such as light industrial, clean manufacturing and offices, in addition to several others. This Place Type allows for buildings up to 65 feet high and a floor area ration (FAR) of between 0.50 and 1.00.

Areas to the west of the project are designated as Neighborhood Serving Center or Corridor Low Density (NSC-L). Per the City's General Plan, this Place Type allows for neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium buildings. The NSC-L Place Type allows for a residential density of up to 44 dwelling units per acre (du/ac) based on lot size, building heights up to four stories, and FARs of between 0.5 and 1.00. Areas to the south are designated Neighborhood Serving Center or Corridor Moderate Density (NSC-M). The NSC-M Place Type allows for neighborhood-serving, moderate-intensity commercial uses and moderate-density apartment and condominium buildings. Residential densities of up to 54 du/ac based on lot size, building heights up to seven stories, and FARs of between 1.00 and 1.50 are allowed. Both areas are developed with various industrial and commercial uses. Areas to the north and east of the project are designated NI.

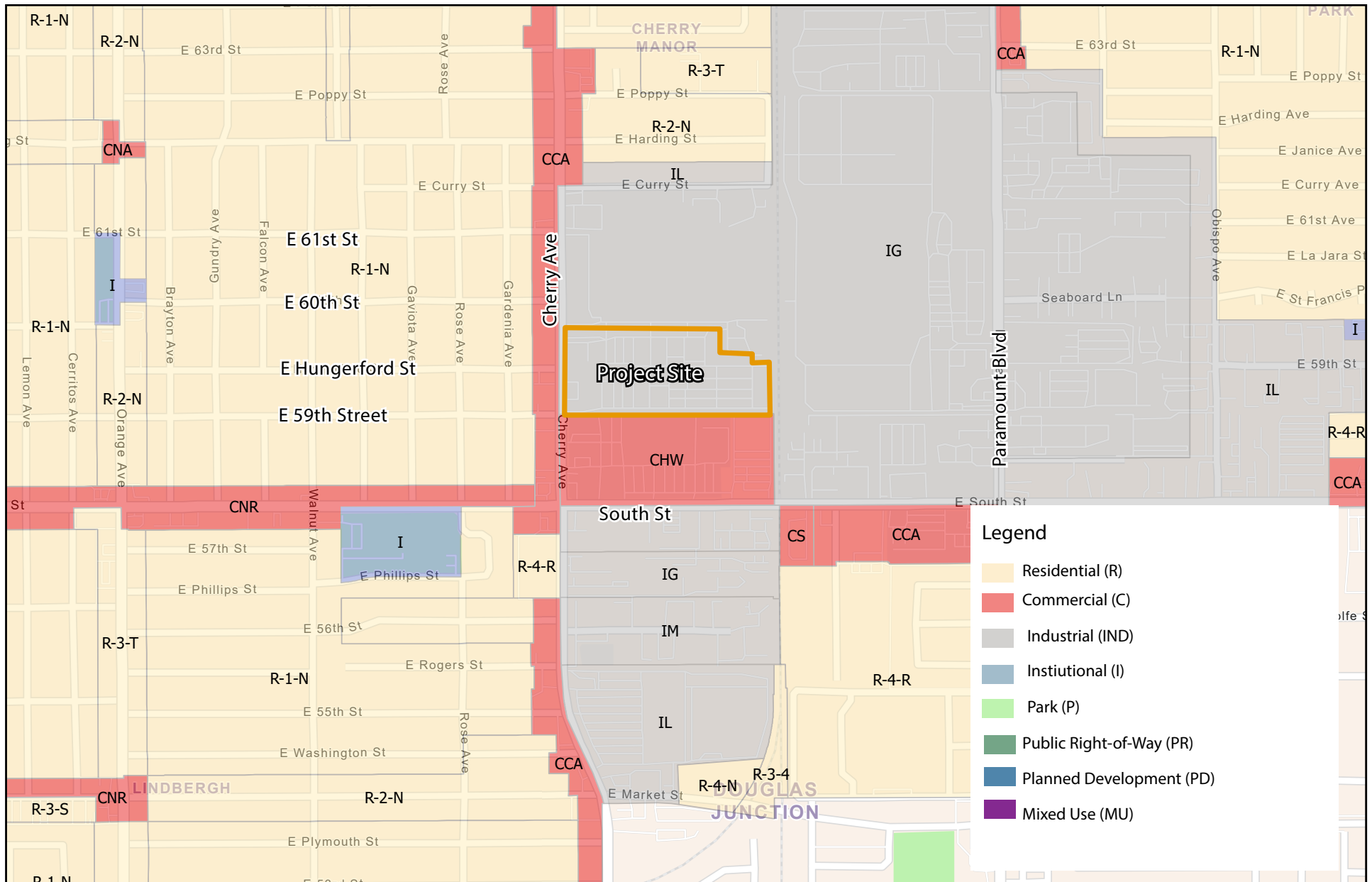
Areas to the west of the area designated for Neighborhood Serving Center and Corridor Low Density (NSC-L) are designated as Founding Contemporary Neighborhood (FCN). This Place Type allows for single-family and low-density housing and neighborhood-serving low-intensity commercial uses. The FCN Place Type allows for a residential density of between 7 and 18 du/ac, building heights up to two stories, and a FAR of between 0.25 and 0.50.

2.6.2 Zoning

Figure 2-4, 5910 Cherry Avenue Zoning, depicts zoning for the proposed Project site and surrounding area. The proposed Project site and areas north to Curry Street and east to Orizaba Avenue, Obispo Avenue, and Downey Avenue are within the Industrial (IG) zoning district, which is the highest and heaviest use district in the City. Areas directly south and west of the proposed Project site across Cherry Avenue, are within the Regional Highway Commercial (CHW) zoning district. The areas to the west of the Project site beyond the Regional Highway Commercial (CHW) zoning district are zoned Single-family Residential, standard lot (R-1-N).

2.6.3 Surrounding Land Uses

The proposed Project is surrounded by existing industrial development to the north and east of the Project site, which include approximately 30 petroleum storage tanks of various sizes. Commercial development is located to the south and west of the Project site with areas of residential development located just beyond the commercial development to the west.



SOURCE: City of Long Beach 2040 General Plan Zoning Map



FIGURE 2-4: Zoning Map

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT

2.6.4 Existing Conditions and Historic Use

The Project site is currently developed with a single-story office building facing Cherry Avenue and 7 single-story industrial buildings located behind the office building in the northern and western portions of the Project site. All of the existing buildings were constructed between 1953 and 1959 and were primarily used in the storage of petroleum products and a maintenance yard for the neighboring tank farm. Limited areas of landscaping are located on the Project site, limited to grass, shrubs, and trees in front of the single-story office building on Cherry Avenue. The majority of the Project site, excluding the existing buildings, is paved with asphalt and concrete pavement. The eastern portion of the Project site is currently utilized for equipment and material storage with a waste storage area in the northeast Project site. Only part of the existing facility is currently being used, with approximately 20 employees working on-site. The last major tenants vacated the site in 2021.

2.7 Statement of Project Objectives

The purpose of the proposed Project is to revitalize an underused heavy industrial site within the City and to develop a new industrial building to better serve the needs of the City and the region.

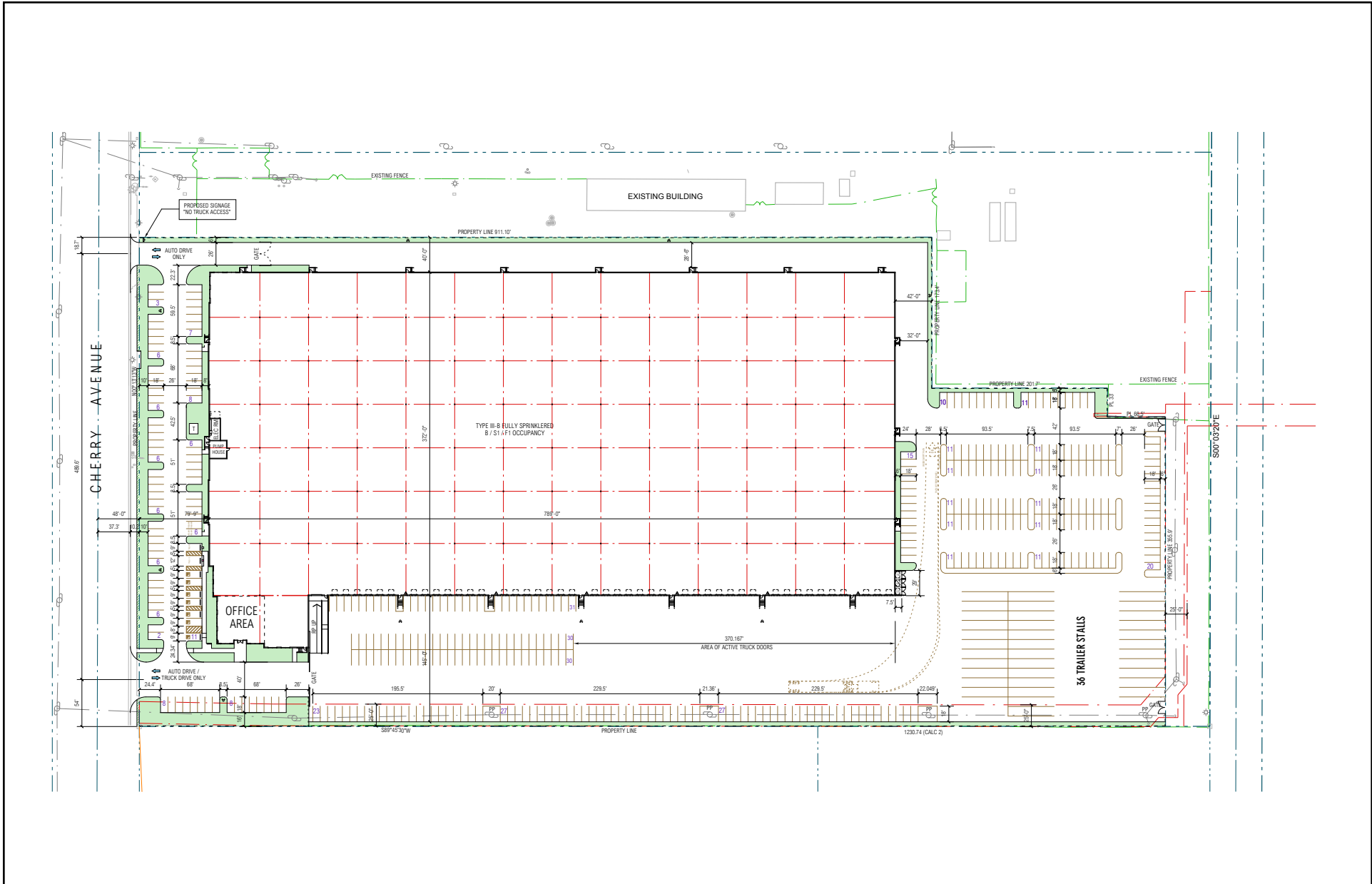
The objectives of the Project are:

- To replace existing underutilized buildings with a new state-of-the-art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base.
- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

2.8 Description of the Proposed Project

2.8.1 Proposed Land Uses

The Project applicant proposes to demolish the 8 existing buildings on the Project site and redevelop the site with a single, approximately 304,344 SF, concrete, tilt-up light-industrial warehouse building. The proposed Project is depicted on **Figure 2-5, Conceptual Site Plan**. The proposed building would be 51 feet high and surrounded by parking areas that would include 338 at-grade parking stalls and 79 truck parking stalls. Passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature 44-truck high-dock doors along the south elevation facing the abutting commercial site. Approximately 10,066 SF of office space would be accommodated in the southwest corner of the building along Cherry Avenue.



SOURCE: RGA; Link Logistics Real Estate, 2020



N.T.S.

FIGURE 2-5: Conceptual Site Plan

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT

The office space would be located on the first floor and mezzanine level of the proposed building. The proposed Project would also include landscaping along Cherry Avenue, the northern periphery of the Project site, and along the rear of the proposed building. The preliminary landscaping plan is provided in **Figure 2-6, Preliminary Landscaping Plan**. Building finishes are presented in **Figure 2-7, Proposed Facility Finishes**, and renderings of the proposed building are shown in **Figures 2-8, Proposed Project Renderings - South and West Elevations**, and **Figure 2-9, Proposed Project Renderings - North and East Elevations**.

The City of Long Beach updated the land Use Element of its General Plan in December 2019. The City is currently in the process of updating the zoning ordinance to reflect the new PlaceType land uses incorporated in the General Plan's Land Use Element. The Project site is currently zoned (IG) General Industrial. As part of the proposed Project, the Project site will be rezoned to (IL) Light Industrial).

2.8.2 Vehicular Access, Circulation, and Parking

Vehicular Access Circulation

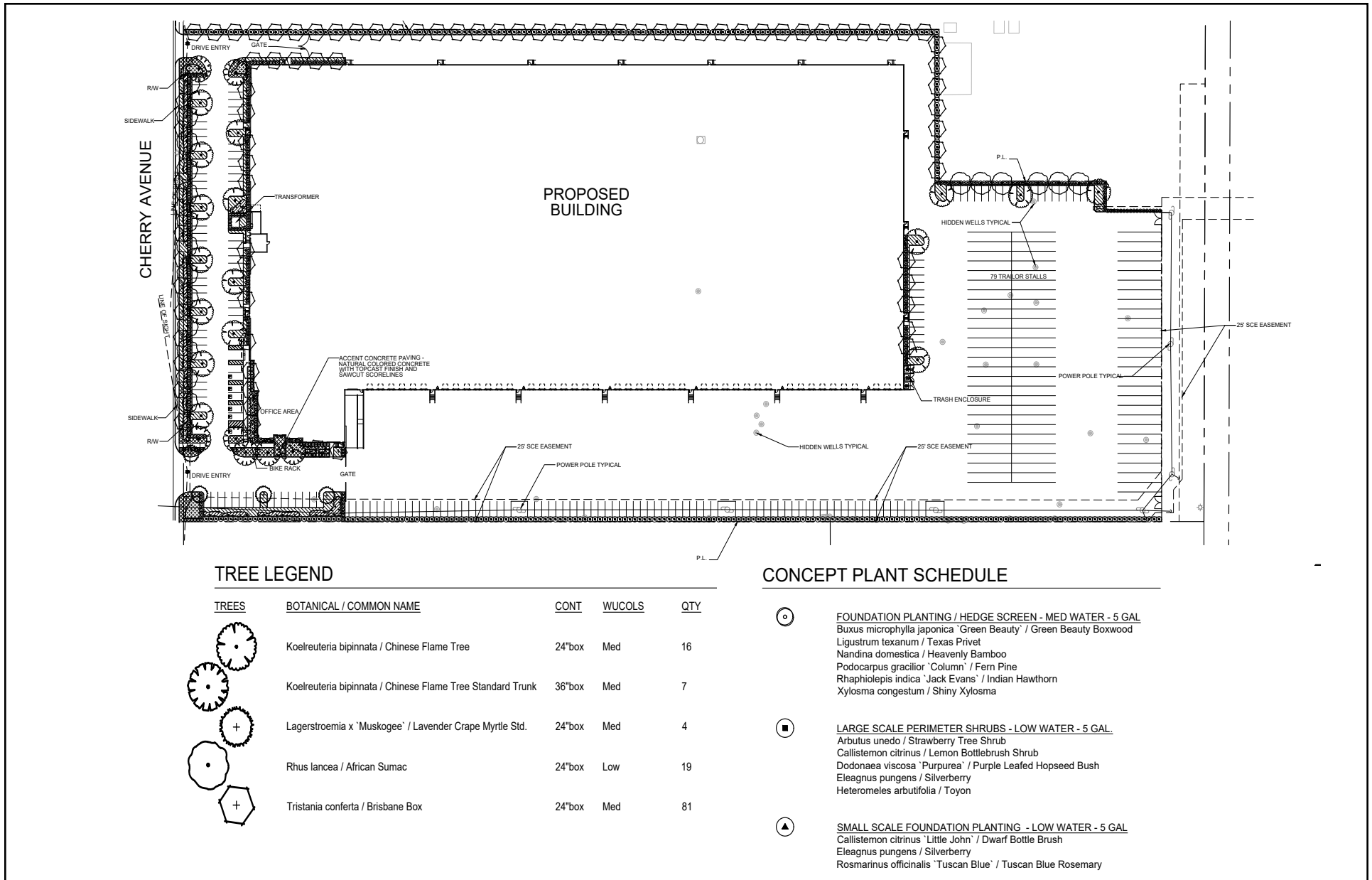
As depicted on Figure 2-6, passenger vehicles would access and depart the proposed Project site from Cherry Avenue by way of two driveways located at the southwestern and northwestern corners of the proposed Project site. Truck access would be restricted to the driveway located at the southwestern corner of the Project site. This driveway provides the closest access to the truck dock doors. The truck dock doors are situated entirely along the southern side of the proposed Building.

Pedestrian Circulation

Pedestrian access to the Project site would be provided via a sidewalk in the southwestern corner of the Project site. The sidewalk would connect the existing sidewalk along Cherry Avenue to the building entrance and office area in the southwestern corner of the proposed building.

Vehicle Parking

Passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, opposite the truck dock doors, and in the rear of the building in the northeast corner of the lot. Truck parking would be provided in the southeastern corner of the Project site. Per the City's Transportation Demand Ordinance, the proposed Project is required to include a minimum of nine bicycle parking stalls.

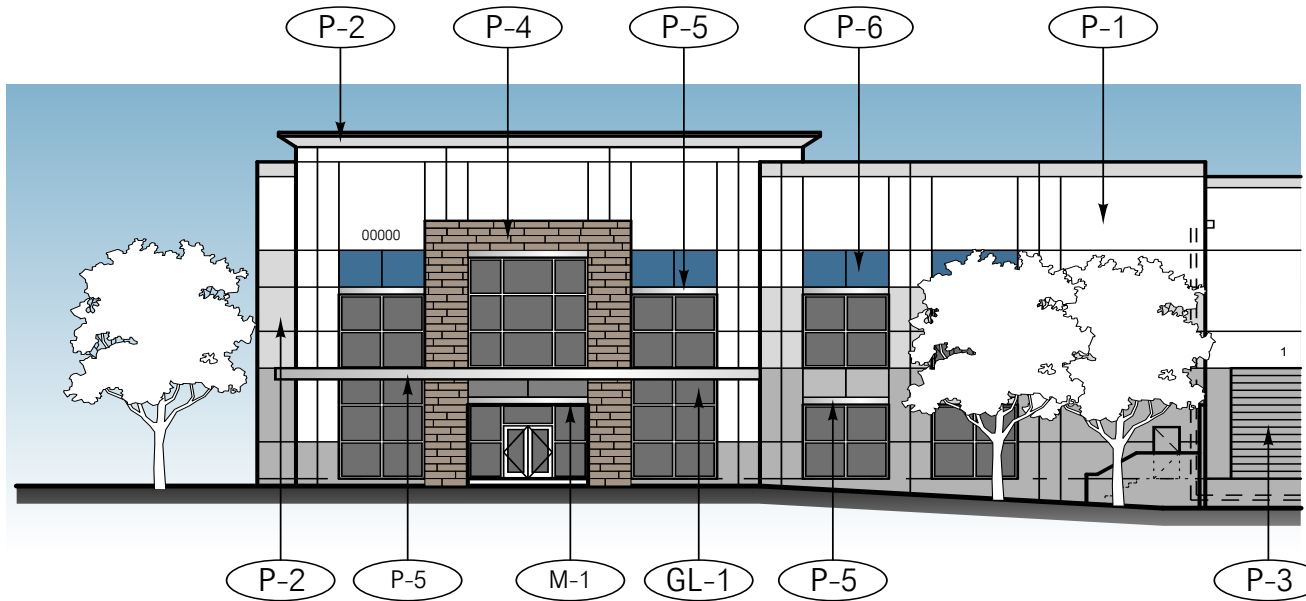


SOURCE: RGA; Link Logistics Real Estate, 2020



FIGURE 2-6: Preliminary Landscaping Plan

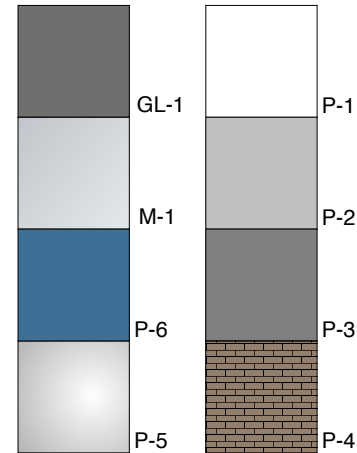
5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT



PARTIAL ENTRY ELEVATION

SCALE: NOT TO SCALE

FINISH SCHEDULE		
CODE	MATERIAL	DESCRIPTION
P-1	FIELD COLOR	COLOR: SW 7636 ORIGAMI WHITE
P-2	ACCENT COLOR	COLOR: SW 6002 ESSENTIAL GRAY
P-3	ACCENT COLOR	COLOR: SW 7650 ELLIS GRAY
P-4	WOOD LIKE TILE	DAL TILE EMERSON WOOD COLOR: BRAZILIAN WALNUT 12" X 48"
P-5	TRELLIS	COLOR: PC3V100 "SILVER MIST", SATIN OR CLR ANODIZED ALUM
P-6	ACCENT COLOR	COLOR: SW 7602 - INDIGO BATIK
GL-1	GLAZING	SOLARGRAY REFLECTIVE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUMINUM
MC-1	METAL CLAD CANOPY	ALUCOBOND; COLOR: BRUSHED STAINLESS



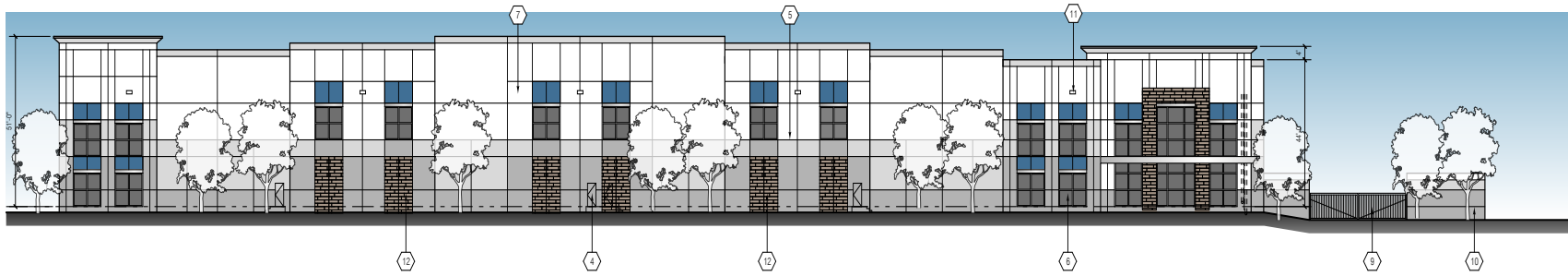
SOURCE: RGA; Link Logistics Real Estate, 2020



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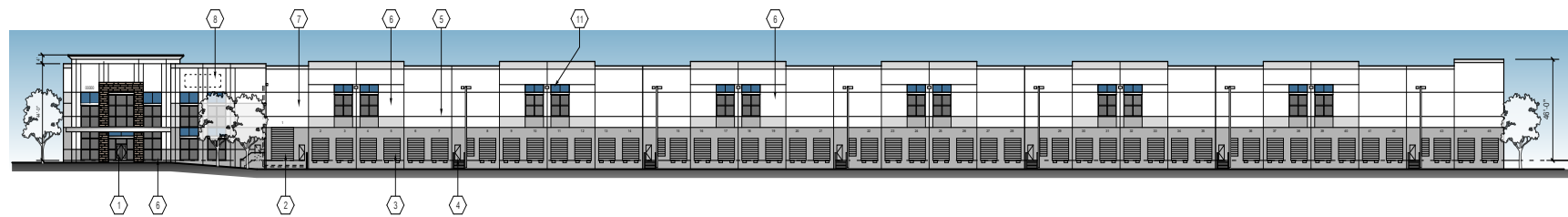
FIGURE 2-7: Proposed Facility Finishes

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT



WEST ELEVATION

SCALE: 1" = 20'-0"



SOUTH ELEVATION

SCALE: 1" = 30'-0"

KEYNOTES 000

1. PRIMARY ENTRANCE.
2. PAINTED 12" WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (TWO LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. WALL MOUNTED L.E.D. LIGHT FIXTURE WITH WHITE FIXTURE HOUSING.
12. TILE BRICK, SEE FINISH SCHEDULE

FINISH SCHEDULE

- | | |
|--|---|
| | 1. FIELD COLOR - FIELD COLOR SW 7636 ORIGAMI WHITE |
| | 2. ACCENT COLOR - FIELD ACCENT SW 6002 ESSENTIAL GRAY |
| | 3. ACCENT COLOR - ACCENT SW 7650 ELLIS GRAY |
| | 4. ACCENT COLOR - DARK ACCENT SW 2819 DOWNING SLATE |
| | 5. TRELLIS - PCSV100 "SILVER MIST", SATIN OR CLEAR ANODIZED ALUMINUM |
| | 6. ACCENT COLOR OPTION A - ACCENT COLOR SW 7602 INDIGO BATIK
OPTION B - ACCENT COLOR 000000 |
| | 7. VISION GLAZING - PPG SOLARGRAY REFLECTIVE #2. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS. |
| | 8. WOOD LIKE TILE - DAL TILE EMERSON WOOD COLOR: BRAZILIAN WALNUT 12" X 48" |

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

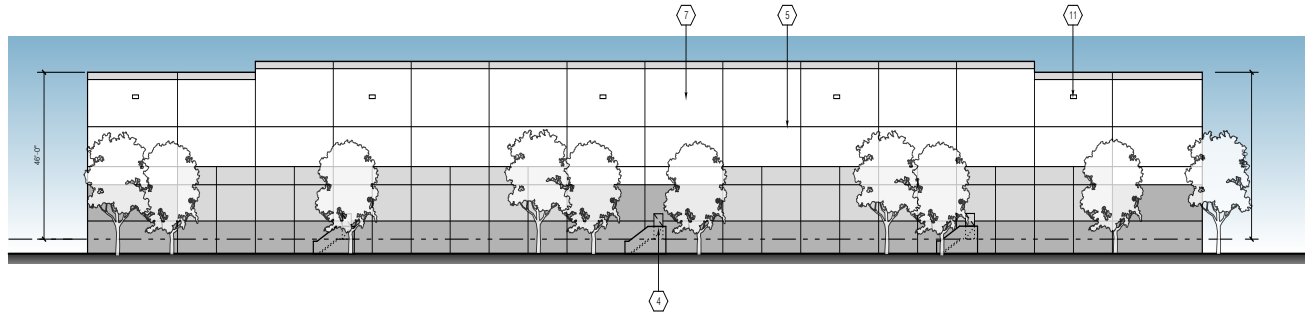
SOURCE: RGA; Link Logistics Real Estate, 2020



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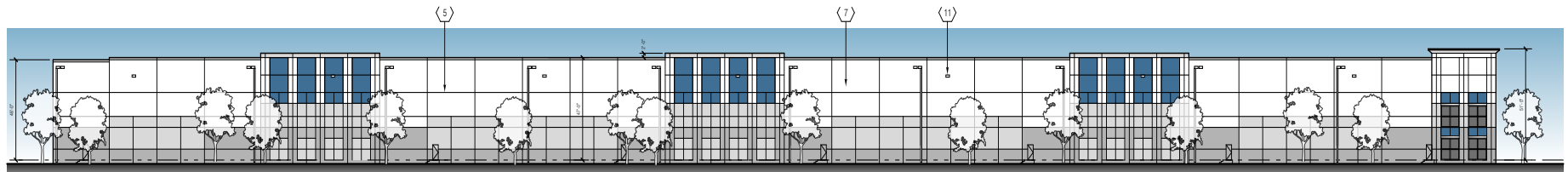
FIGURE 2-8: Proposed Project Renderings - West and South Elevations

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT



EAST ELEVATION

SCALE: 1" = 20'-0"











NORTH ELEVATION

SCALE: 1" = 30'-0"

KEYNOTES 000

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (TWO LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. WALL MOUNTED L.E.D. LIGHT FIXTURE WITH WHITE FIXTURE HOUSING.
12. TILE BRICK, SEE FINSH SCHEDULE

FINISH SCHEDULE

- | | |
|---|---|
|  | 1. FIELD COLOR - FIELD COLOR SW 7636 ORIGAMI WHITE |
|  | 2. ACCENT COLOR - FIELD ACCENT SW 6002 ESSENTIAL GRAY |
|  | 3. ACCENT COLOR - ACCENT SW 7650 ELLIS GRAY |
|  | 4. ACCENT COLOR - DARK ACCENT SW 2819 DOWNING SLATE |
|  | 5. TRELLIS - PC3V100 "SILVER MIST", SATIN OR CLEAR ANODIZED ALUMINUM |
|  | 6. ACCENT COLOR OPTION A - ACCENT COLOR SW 7602 INDIGO BATIK
OPTION B - ACCENT COLOR 000000 |
|  | 7. VISION GLAZING - PPG SOLARGRAY REFLECTIVE #2. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS. |
|  | 8. WOOD LIKE TILE - DAL TILE EMERSON WOOD COLOR: BRAZILIAN WALNUT 12" X 48" |

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.
2. PROVIDE GRAFFITI RESISTANT COATING TO A HEIGHT OF 12 FEET ON THE WEST ELEVATION.

SOURCE: RGA; Link Logistics Real Estate, 2020



N.T.S.

FIGURE 2-9: Proposed Project Renderings - North and East Elevations

5910 CHERRY AVENUE INDUSTRIAL BUILDING PROJECT

Public Transit

There is an existing bus stop on Cherry Avenue directly adjacent to the proposed Project site. The bus stop is served by Long Beach Transit Bus Routes 21 and 23. In addition, Bus Route 192 includes a stop on South Street and Cherry Avenue, approximately 650 feet south of the Project site.

2.8.3 Lighting and Signage

The Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building security lighting would be used at all entry and exits and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties. All exterior lighting would meet applicable City of Long Beach lighting requirements outlined in the Long Beach Municipal Code (LBMC) and General Plan. These regulations include:

- LBMC § 8.26.130 requires that facilities have adequate and effective illumination in all operations and areas, following standards set forth by the Society of Illuminating Engineers to the National Institute for Occupational Safety and Health.
- LBMC § 22.30.110 requires that lighting is consistent with Illuminating Engineering Society of North America (IES) and International Dark Sky Association (IDA) standards to prevent over-lighting, lighting must create usable and safe areas for nighttime pedestrian activities, and buildings must have exterior mounted lighting to illuminate pedestrian paths, parking, and lobbies.

2.8.4 Site Security

During construction, the Project site would be secured with perimeter fencing. As this is not intended to be a public facility, during Project operations, the building would not be open to the general public. The Project would include a new concrete screen wall and wrought iron fencing along the property lines. The access driveways would be gated, limiting access to authorized workers and visitors only. Additional security features may include but not be limited to, the use of security cameras, access control to the building and well-illuminated parking areas designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

2.8.5 Construction Schedule/Activities

Construction of the Project would include the demolition of eight pre-existing site buildings to create one centralized, approximately 305,000 SF building. Construction is estimated to last for 15 months, with an estimated Project completion date of 2025. On-site grading would likely be minimal. The proposed haul route for demolition of would follow Cherry Avenue north from the Project site to Highway 91 and then onward to the appointed disposal location.

2.9 Tenant Use Options

The proposed Project would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses. These are referred to as Tenant Use Options. While these use options would have no effect on the exterior of the proposed industrial building, they would have potential to affect the operation of the building by producing varying numbers of vehicle trips and fuel use, operational energy use, and operations-related noise. Accordingly, the Draft EIR took

these Tenant Use Options into account in the environmental impact analysis (see Chapter 4, *Environmental Impact Analysis*). These Tenant Use Options are based on land use definitions provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), used as the basis of analysis of transportation impacts, and include the following:

Tenant Use Option 1 - 100% Manufacturing: The primary goal of manufacturing facilities is the conversion of raw material into finished products. These spaces typically have office space for other operational functions. The type and size of the activities in these facilities vary.

Tenant Use Option 2 - 100% General Light Industrial: General Light Industrial represents a light industrial facility in a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment.

Tenant Use Option 3 - 100% Warehousing: Warehousing is devoted to the storage of materials. This facility may also include office spaces and maintenance areas. The primary focus of this space is for the storage of materials.

Tenant Use Option 4 - 100% High-Cube Fulfillment (Non-Sort): A High-Cube Fulfillment (Non-Sort) warehouse facility typically has over 200,000 gross square feet of floor area with ceiling heights of 24 feet or more, that is primarily used for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical High Cube Warehouse has a high level of automation on site and logistics management.

Tenant Use Option 5 - 100% High Cube Cold Storage: A high cube cold storage facility is subset of the High -Cube Warehouse and typically features substantial temperature-controlled environments for frozen food and other perishable products.

Tenant Use Option 6 - 25% Manufacturing & 75% Warehousing: This Tenant Use Option includes a mix of manufacturing and warehousing uses.

Tenant Use Option 7 - 25% Manufacturing & 75% High-Cube Transload: This Tenant Use Option includes a mix of manufacturing and high-cube transload, a subset of the warehousing land use. Transload facilities are focused on heavy through-put of stored items and short-term storage duration.

2.10 Project Design Features

The proposed Project would incorporate Project Design Features that would help minimize or avoid significant environmental effects. The Project Design Features will be included in the Mitigation Monitoring and Reporting Program required in association with certification of the Draft EIR. **Table 2-1, Summary of Project Design Features**, identifies the project design features incorporated into the proposed Project.

Table 2-1 Summary of Project Design Features

No.	Project Design Feature	Description
1	Rooftop Solar Photovoltaic Panels	Solar array to provide 1,840,000 watts DC, including approximately (26) roof mounted 10,000 volt string inverters, 3,250 solar panels, on-site battery storage, with expected 2,965,000 kWh generated annually.
2	LEED Certification	Targeted to achieve LEED v4 Silver Certification

2.11 Intended Uses of the EIR

In accordance with Sections 15050 and 15367 of the CEQA Guidelines, the City is the Lead Agency for the proposed Project and has principal authority for purposes of CEQA and jurisdiction over project approval. This EIR will be used to provide environmental clearance for the discretionary entitlements, reviews, and approvals required for implementation of the proposed Project including the following:

- CEQA Approval and certification of the EIR
- Approval of a zoning change from (IG) General Industrial to (IL) Light Industrial
- Site Plan Review for design review of the proposed building
- Demolition Permit to allow for the demolition of the existing buildings

In addition, the proposed Project would require various ministerial permits, including grading permits, building permits, and public works permits, to allow for site preparation, off-site project infrastructure connections, and construction of the proposed Project.

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3. Environmental Setting

CEQA Guidelines Section 15125 requires that an EIR include a description of the existing environment. This chapter provides a general overview of the environmental setting for the Project, however detailed information on existing conditions for each environmental resource area evaluated in this Draft EIR is provided in Chapter 4: Environmental Impact Analysis. This chapter also provides an overview of related projects that are considered in the Draft EIR in evaluating cumulative impacts that could result from the Project together with other projects.

3.1 Regional Setting

Figure 2-1: Regional and Site Location Map depicts the proposed Project site in a regional context. The City is in the southernmost portion of Los Angeles county, approximately 20 miles south of downtown Los Angeles. The City borders the Pacific Ocean to the south, the cities of Carson and Los Angeles to the west, the cities of Compton, Paramount, and Bellflower to the north, the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The Los Angeles River is approximately 1.7 miles east of the site. State Route 91 (SR 91) (located approximately 0.85 miles north of the site) and Interstate 710 (I-710) (located approximately 1.75 miles west of the Project site) provide regional access.

3.2 Project Site Setting

Figure 2-2: Aerial Photograph of the Project Site and Vicinity, depicts the proposed Project site and immediate vicinity. The Project site is located in the southwest portion of an existing area of industrial development in North Long Beach. The Project site is bounded by Cherry Avenue to the west and Union Pacific rail lines to the east. The southern boundary of the Project site is parallel to East 59th Street and the northern boundary is located halfway between East 60th Street and East Hungerford Street. Existing industrial development is located to the north and east of the Project site, which include approximately 30 petroleum storage tanks of various sizes.

Commercial development is located to the south and west of the Project site with areas of residential development located just beyond the commercial development to the west.

3.3 Cumulative Development

Section 15355 of the CEQA Guidelines defines “cumulative impacts” as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” This means that while the impacts of projects on their own may be insignificant, when analyzed in combination with impacts from other projects in the vicinity, they may be significant. CEQA Guidelines section 15130 requires EIRs to discuss the cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.”

Each impact analysis discussion provided in Section 4, *Environmental Impact Analysis*, includes a cumulative impacts discussion. **Table 3-1, Cumulative Projects List**, identifies the projects in the proposed Project vicinity with potential to result in cumulative impacts.

Table 3-1: Cumulative Projects List

Project	Location	Land Use
5860 Paramount Blvd: New 129,300 SF industrial building with 20,000 SF second floor. 40,000 SF would be office use. 165 parking stalls and 4 truck dock doors are provided.	5860 N Paramount Boulevard, Long Beach, CA, 90805	Warehousing
5880 Paramount Blvd: 42,960-sq. ft. storage building	5880 N Paramount Boulevard, Long Beach, CA, 90805	Warehousing
Edgewood Park: 20 3-story townhomes at the corner of 49th street and Long Beach Blvd.	4800 Long Beach Boulevard, Long Beach, CA 90805	Single Family Residential
Edgewood Point: 38 3-story townhomes on Long Beach Blvd between E. Sunset and E. Home St.	5100 Long Beach Boulevard, Long Beach, CA 90805	Single Family Residential
All Souls Mortuary: Construction of a community mausoleum (14,192 SF) with a subterranean basement (17,843 SF) to complete the existing row of mausoleums along Cherry Ave in the PD-20 zoning district	4400 Cherry Avenue, Long Beach, CA 90807	Mausoleum
Affordable Housing Project: Site Plan Review of a phased mixed-use 100 percent affordable housing development consisting of three separate buildings with 200 dwelling units. The development will include permanent supportive housing services, a health clinic, community servicing space	6801-6845 Atlantic Avenue, Long Beach, CA 90805	Multifamily Residential
The Uptown: Addition of 4 new buildings consisting of 1 building made up of shipping containers 5,776 SF, 3 buildings designed with curtain wells and metal siding 4159 SF, 4858 SF, 3354 SF, and the addition of 2103 SF to an existing shopping center known as Harding Place. Expansion of shopping center will consist of new retail, restaurant and office spaces.	6151 – 6191 Atlantic Avenue Long Beach, CA, 90805	Commercial/Office
5721 Lime Avenue: 14 single family residential units.	5721 Lime Street, Long Beach, CA 90805	Single Family Residential
RTHM: The proposed development consists of both vertical and horizontal mix of uses with 7,074 SF of leasable retail space, a publicly accessible, 7,600 SF central retail courtyard and 84 for-sale townhomes, along with 26,674 SF of common open space provided for residence.	5801 Atlantic Avenue, Long Beach, CA, 90805	Multifamily Residential

Source: Traffic Analysis; City of Long Beach, Community Development Department, Development Projects Map <<https://www.longbeach.gov/lbcd/maps/>>(Accessed November 10, 2023).

4. Environmental Impact Analysis

4.1 Introduction

This chapter of the Draft EIR discusses the potential environmental effects of the proposed Project. As discussed in Section 1.5, Organization of the Draft EIR, the discussion provided in this chapter is arranged by environmental issue analyzed:

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

Discussion within each section is established as follows:

Regulatory Setting. The regulatory setting identifies the applicable federal, state, regional, and/or local laws, regulations, and applicable to the proposed Project.

Environmental Setting. The environmental setting discusses existing conditions at the proposed Project site and in the surrounding area at the time the NOP was published. The

purpose of the environmental setting is to describe the “baseline condition” the City of Long Beach will use to compare to the proposed Project for purposes of identifying whether the proposed Project would result in significant impacts.

Impact Analysis. The impact analysis discussion describes the methodology employed to analyze the effects of the proposed Project on each environmental issue. This section also identifies the thresholds of significance employed to determine whether the proposed Project would produce a significant impact. Finally, potential project impacts are discussed per the threshold significance criteria.

4.2 Aesthetics

This section discusses impacts associated with the potential for the proposed Project to degrade the existing visual quality of the project site and its surroundings through changes in the existing landscape. Potential effects are evaluated relative to important visual features (e.g., scenic highways and scenic features), and the existing visual landscape and its users. Degradation of the visual character of the project site is usually addressed through a qualitative evaluation of the changes of the aesthetic characteristics of the existing environment. This analysis evaluates if the proposed Project-related modification would alter the visual setting.

4.2.1 Regulatory Setting

State

California Department of Transportation Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public rights-of-way that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located on or near the project site or within the City of Long Beach. A portion of SR 91, identified as being eligible for designation as a scenic highway, is located in Long Beach, approximately 19.4 miles east of the project site.¹

California Building Code

The 2022 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission. The CBC, as amended and adopted by each local jurisdiction, regulates the design and construction of all new buildings within the State of California. Part 6 of Title 24 contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2022 CBC went into effect on January 1, 2023.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development.² The General Plan includes 11 elements that have been updated at various points between 1973 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the policies addressing aesthetics that are applicable to the proposed Project:

¹ California Department of Transportation (Caltrans). California State Scenic Highway System Map. <<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>>. (Accessed February 2024.)

² City of Long Beach, Long Beach General Plan. <<https://www.longbeach.gov/lbds/planning/advance/general-plan/>>. (Accessed September 2023).

Urban Design Element

- **STRATEGY No. 2:** Beautify and improve efficiency of corridors, gateways, and private and public spaces.
 - **Policy UD 2-3:** Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping.
- **STRATEGY No. 14:** Building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.
 - **Policy UD 14-1:** Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards, smaller buildings on narrower streets).

4.2.2 Environmental Setting

As described in Chapter 2, Project Description, the Project site is located in an urbanized portion of North Long Beach. The approximately 14.16-acre Project site is currently developed with one single-story office building and seven single-story industrial buildings, surface parking, and minimal landscaping. The majority of the Project site, excluding the existing buildings, contains a combination of asphalt and concrete pavement. The eastern portion of the Project site is currently utilized for equipment and material storage with a waste storage area in the northeastern corner of the Project site. Development of the proposed Project site would include demolition of the existing buildings and the construction of one industrial building and associated site improvements.

The Project site's current general Plan land use designation is Neo-Industrial (NI), and the site is zoned General Industrial (IG). The parcel is located on an active thoroughfare characterized by a surrounding mix of industrial and commercial development. Surrounding uses adjacent to the site include storage tanks to the north and several one-story retail stores, restaurants, bars, service uses, residential uses, and offices to the west and south.

4.2.3 Impact Analysis

Methodology

The effects of the proposed project on aesthetics were qualitatively assessed. The effects of the proposed project were considered in relation to existing aesthetic resources in the Project area, including scenic vistas and the architecture of surrounding buildings.

Thresholds of Significance

An impact is considered significant if the Project would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced

from publicly accessible vantage point). In an urbanized area, the project would conflict with applicable zoning and other regulations governing scenic quality.

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Project Impacts

Threshold AES-1: Would the project have a substantial adverse effect on a scenic vista?

Impact AES-1: No Impact.

A scenic vista is commonly defined as a location that provides a view highly valued by the public. The Urban Design Element of the City of Long Beach General Plan identifies several important vistas in the City, including views of downtown Long Beach from mid-City, views from Los Cerritos Park, views across the Long Beach Skyline, the view along Alamitos Avenue south to the Villa Riviera condominium building; views within El Dorado Park; the view down 3rd Street to the cranes at the Port of Long Beach; views along Ocean Boulevard; the view from Bluff Park to the Pacific Ocean and Belmont Pier; the view from Queensway Bay and Shoreline Park to the Queen Mary; and the view from Los Coyotes Drive to the San Gabriel Mountains.³ The Urban Design Element also identifies scenic routes. Currently, Ocean Boulevard and Livingston Drive constitute City-designated scenic routes. By 2030, the City-designated system of scenic routes will be expanded to include Ocean Boulevard on the Belmont Peninsula, the Promenade in downtown Long Beach, 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.

Typically, a project can affect a scenic vista in one of 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.

The proposed Project is not situated in one of the areas the City has recognized as featuring scenic vistas or along a scenic route as identified in the City’s General Plan. Accordingly, the proposed Project would not block a view corridor of a scenic resource. The proposed Project is situated on an active thoroughfare characterized by a mix of industrial and commercial development. To the immediate north of the project site lies industrial uses associated with the petroleum industry, including several large storage tanks that are of similar height as the proposed Project. To the immediate south, between the proposed Project site and South Street, is a large, beige stucco building constructed in the early 1970’s housing a Los Angeles County Animal Care and Control facility and a large concrete and stucco warehouse building constructed in the late 1960’s formerly housing a Food 4 Less grocery store that anchors a shopping center. The opposite side of Cherry Avenue is dominated by standalone, one-story commercial buildings, generally built in the late 1940’s/early 1950’s. The buildings are relatively nondescript and reflect the vernacular architecture of the period in which they were constructed. Uses include several one-story restaurants, bars, service uses, and offices.

³ City of Long Beach, Long Beach General Plan, Urban Design Element, 2019, <<https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/lueude/urban-design-element-final-adopted-december-2019>>(Accessed October 23, 2023).

The proposed building is consistent in height and mass with several of the surrounding structures, including the storage tanks to the north and the Los Angeles County Animal Care and Control facility and former Food 4 Less grocery store to the south. Views to and from the proposed Project site would be similar to those experienced under existing conditions. Accordingly, the proposed building, including all Tenant Use Options, would not have an adverse effect on a scenic vista, and there would be no impact.

Threshold AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2: No Impact

The project site is located within an urban area, surrounded by existing development. According to the Caltrans California State Scenic Highway System Map, the project site is not located within a scenic highway. The nearest designated scenic highway is SR 91, located approximately 19.4 miles east of the project site. The nearest eligible scenic highway is SR 1, located approximately 5.15 miles south of the project site. Due to topography and intervening development, the project site is not visible from a scenic highway. No impact would occur.

Threshold AES-3: Would the project, if in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3: No Impact

The proposed Project is located within an urbanized portion of the City. The project site is located within the General Industrial (IG) zoning district. Permitted uses within the IG zoning district include the range of industrial uses, including the Tenant Use Options considered for the proposed building. The City's zoning ordinance includes development standards for each zoning district governing factors that affect scenic quality such as maximum lot coverage, maximum building height, landscaping requirements, and signage. The Project design would comply with development standards included in Chapter 21.33, *Industrial Districts*, of the City's Municipal Code. The proposed building would reach a maximum of 51 feet, less than the 65 feet maximum height provided for within the IG zoning district and is appropriate in scale for a 14.16 acre parcel. The building façade (see Figures 2-7, 2-8, and 2-9) would be consistent with other industrial buildings located in the IG zoning district. Accordingly, the proposed Project, including all Tenant Use Options, would comply with the applicable zoning requirements pertaining to scenic quality and there would be no impact.

Threshold AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact AES-4: Less than Significant Impact

The project site is located in an urbanized area of the City, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to

the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

The proposed Project would include the development of a new speculative industrial building on a currently developed site with existing light sources. Sources of light associated with the proposed Project would include parking lot illumination and various security lights around the property. Other lighting would be indoors and not visible to the surrounding area. Although the proposed Project would introduce additional nighttime lighting within the project site, the proposed light sources would be consistent with existing sources of nighttime lighting in the area from the surrounding uses and street lighting along Cherry Avenue. Furthermore, the proposed Project would provide landscaping, including numerous trees that at maturity would help reduce light and glare from the proposed project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, *Cumulative Projects List*. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to aesthetics. For purposes of this analysis, the geographic scope would be the viewshed or area surrounding the Project site within view of surrounding observers.

The Project site is located in an urbanized portion of North Long Beach. The Project site is currently developed with one single-story office building and seven single-story industrial buildings, surface parking, and minimal landscaping. The majority of the Project site, excluding the existing buildings, contains a combination of asphalt and concrete pavement. The eastern portion of the Project site is currently utilized for equipment and material storage with a waste storage area in the northeastern corner of the Project site. The proposed Project would include demolition of the existing buildings and the construction of one industrial building and associated site improvements. As previously discussed, the proposed building is consistent in height and mass with several of the surrounding structures and views to and from the proposed Project site would be similar to those experienced under existing conditions. In addition, due to topography and intervening development, the project site is not visible from a scenic highway. Furthermore, the proposed Project, including all Tenant Use Options, would comply with the applicable zoning requirements pertaining to scenic quality. The proposed project would not impact scenic vistas, scenic resources, nor result in degradation of the existing scenic quality or character of the surrounding area. The proposed Project would introduce additional nighttime lighting; however, the proposed light sources would be consistent with existing sources of nighttime lighting in the surrounding area. Regardless, as none of the cumulative projects are located within the viewshed of the proposed Project there would be no cumulative impacts to aesthetic resources.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific impacts would be less than significant and there would be no cumulative impacts related to aesthetics.

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4.3 Agriculture and Forestry Resources

This section discusses impacts associated with the potential for the proposed Project to degrade or result in the loss of existing agriculture uses, forest land, or timberland. Potential effects are evaluated relative to the Project's potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production; result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment that, 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.

4.3.1 Regulatory Setting

Federal

Farmland Protection and Policy Act

The Farmland Protection and Policy Act (FPPA) (7 United States Code [U.S.C.] § 4201 et seq.), was enacted in 1981 to minimize the loss of prime and unique farmlands due to federal actions converting these lands to nonagricultural uses. It ensures that federal programs are consistent with state, local, and private programs and policies to protect farmland.

State

Farmland Mapping and Monitoring Program

Pursuant to section 65570 of the Government Code, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps for the state. These maps combine soil survey and current land use information to provide an inventory of agricultural resources in each county. These maps are based on data from the U.S. Department of Agriculture and Natural Resources Conservation Service. The maps show urbanized lands and a qualitative sequence of agricultural designations. County, state, and federal agencies have established the following classifications of important agricultural land based on factors such as soil characteristics, climate, and water supply:

Prime Farmland. This land has the best combination of physical and chemical features and can sustain long-term agricultural production. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields, and it also must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. The land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. This land has lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards. Land must also have been cultivated at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local economy, as defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide Importance, or

Unique farmland. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.

Grazing Land. This land has existing vegetation that is suited to livestock grazing. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

Urban and Built-Up Land. This land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad, and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land. This land is not included in any other mapping category. Common examples of this type of land include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land greater than 40 acres and surrounded on all sides by urban development is mapped as Other Land.

Note that CEQA analysis focuses on impacts to three categories of mapped farmland - Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. In this section, the term “mapped important farmland” refers to these three categories of farmland combined.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act, or Williamson Act, (Gov Code §§ 51200 *et seq.*) was adopted in 1965. The Act was established to encourage the preservation of agricultural lands in view of the increasing trend toward their “premature and unnecessary” urbanization. The Act enables counties and cities to designate agricultural preserves (Williamson Act lands) and offer preferential taxation to agricultural landowners based on the land’s income-producing value. In return for the preferential tax rate, the landowner is required to sign a contract (Williamson contract) with the applicable county or city agreeing not to develop the land for a minimum of 10 years. The contract is renewed automatically on its anniversary date unless a notice of nonrenewal or petition for cancellation is filed. Any land held in a Williamson Act contract will have to be filed for nonrenewal and the contract will have to be allowed to expire before any development occurs on it.

Local

City of Long Beach General Plan

The City of Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City’s vision of the community and future development. The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following goals and policies in order to protect the City’s agriculture and forestry resources:

Land Use Element

Goal No. 4: Support Neighborhood Preservation and Enhancement.

- **LU Policy 11-3:** Support land use and policy decisions that promote local urban agriculture, community gardens and local food production throughout the city.

Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space.

- **LU Policy 18-3:** Allow for and encourage small-scale agriculture on public and private properties, including community gardens, edible gardens and landscapes, small urban farms and gardens throughout the City.

4.3.2 Environmental Setting

As described in Chapter 2, Project Description, the Project site is located in an urbanized portion of North Long Beach, surrounded by a mix of industrial and commercial uses. The approximately 14.16-acre Project site is currently developed with one single-story office building and seven single-story industrial buildings, surface parking, and minimal landscaping. The majority of the Project site, excluding the existing buildings, is paved with asphalt and concrete pavement. The eastern portion of the Project site is currently utilized for equipment and material storage with a waste storage area in the northeastern corner of the Project site. Development of the proposed Project site would include demolition of the existing buildings and the construction of one industrial building and associated site improvements.

The California Department of Conservation FMMP prepares and maintains Important Farmland Series Maps, including the California Important Farmland Finder. Agricultural land is rated according to soil quality and irrigation status, where the best quality land is designated as Prime Farmland. In preparing these maps, the Department considers all information collected or received on the amount of land converted to or from agricultural use, and between agricultural categories. According to the California Important Farmland Finder, the Project site and the surrounding area is designated as Urban and Built-Up Land. Excluding one small area designated as “Unique Farmland,” located approximately 3.9 miles southwest of the Project site, the remainder of the City of Long Beach is considered Urban and Built-Up Land. The closest areas to the Project site designated as “Unique Farmland” are located approximately 1.5 miles northeast in the City of Lakewood and 1.85 miles northwest in the City of Compton.

4.3.3 Impact Analysis

Methodology

The effects of the proposed project on agriculture and forestry resources were assessed qualitatively. The analysis included identifying farmlands and timberlands employing mapping applications made available to the public by the State and assessing the potential effects of the proposed Project on these resources.

Thresholds of Significance

An impact is considered significant if the Project would:

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

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Project Impacts

Threshold AG-1: 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?

Impact AG-1: No Impact

Based on review of the California Important Farmland Finder, neither the Project site nor any adjacent land is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Instead, the Project site and adjacent land are designated as Urban and Built-Up Land. As such, the proposed Project, including all Tenant Use Options, would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use. Therefore, there would be no impact.

Threshold AG-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Impact AG-2: No Impact

The Project site is located within an urban area, surrounded by existing development, and is not currently in use for agricultural activities. According to the Land Use Element of the City of Long Beach General Plan, no portion of the Project site is zoned or designated for agricultural use. The Project site is designated for Neo-Industrial (NI) use and is zoned Industrial (IG). According to the California Department of Conservation, the Project site is not subject to a Williamson Act contract. Therefore, the proposed Project, including all Tenant Use Options, will not cause a conflict with existing zoning for agricultural use, or a Williamson Act contract, and there would be no impact.

Threshold AG-3: 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))?

Impact AG-3: No Impact

According to the Land Use Element of the City of Long Beach General Plan, the Project site is designated for Neo-Industrial (NI) use and is zoned Industrial (IG). Therefore, no portion of the Project site is zoned for forest land, timberland, or timberland production. The proposed Project proposes to redevelop a currently developed site, which would involve the demolition of an existing industrial development facility and the construction of a new industrial warehouse facility

with associated parking and landscaping, consistent with the existing general plan land use and zoning. Therefore, the proposed Project, including all Tenant Use Options, would not cause the rezoning of forest land or timberland and would be no impact.

Threshold AG-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Impact AG-4: No Impact

As stated in Impact AG-3, above, the Project site is currently zoned Industrial (IG), is located within an urbanized area and is surrounded by existing development. Neither the Project site nor its surroundings are zoned for forest land. Therefore, the proposed Project, including all Tenant Use Options, would have no impact to forest land.

Threshold AG-5: 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?

Impact AG-5: No Impact

As stated in Impact AG-4, above, the Project site is in an urbanized area of the City. Additionally, the site is identified as urban/built out land and therefore does not support agricultural resources or operations. As the proposed Project, including all Tenant Use Options, does not propose to change the current zoning of the site, the proposed Project would not result in the conversion of designated farmland to non-agricultural uses, or forest land to non-forestland. There are no agricultural resources or operations, including farmlands within proximity of the Project site. Therefore, no impacts would occur.

Cumulative Impacts

As discussed in Section 4.3.2, *Environmental Setting*, excluding two small areas designated as “Unique Farmland” located approximately 1.5 and 1.85 miles away from the Project site, most of the City of Long Beach, including the entire area surrounding the Project site, is considered Urban and Built-Up Land. There are no areas designated as forest land or timberland in the City or surrounding areas. Neither the proposed Project, nor the cumulative projects are located within a mile of these agricultural areas and would subsequently have no impacts associated with conversion of farmland, conflicts with zoning for agricultural or farmland uses, or result in loss or conversion of forest land or timberland. Accordingly, there would be no cumulative impacts to these resources.

Mitigation Measures

No mitigation measures are required as the proposed Project would have no impacts.

Level of Significance After Mitigation

Not applicable. There would be no Project-specific or cumulative impacts related to agriculture, forestland, or timberland.

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4.4 Air Quality

This section of the Draft EIR analyzes potential air quality impacts associated with the construction and operation of the proposed Project. The information in this section is summarized from the detailed air quality analysis, **Cherry Avenue Industrial Building Air Quality Impact Analysis**, included as **Appendix B**, and the health risk assessment, **Cherry Avenue Industrial Building Mobile Source Health Risk Assessment**, included as **Appendix C**.

4.4.1 Regulatory Setting

Federal

Clean Air Act

The Clean Air Act, as amended (CAA)(42 U.S.C. §§ 7401-7671q) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes federal air quality standards for six pollutants (known as “criteria pollutants”). These air quality standards are known as the National Ambient Air Quality Standards (NAAQS) and specify future dates for achieving compliance.

Areas that have met the NAAQS are described as being in attainment. Areas that have not met the NAAQS are described as being in nonattainment. Areas that were previously in nonattainment but have now met the NAAQS are described as being in maintenance. The CAA mandates that states submit and implement State Implementation Plans (SIPs) for areas not meeting the NAAQS. These plans must include pollution control measures that demonstrate how NAAQS will eventually be met.

The United States Environmental Protection Agency (USEPA) is responsible for setting and enforcing the NAAQS for the six criteria pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter of 10 micrometers or less (PM₁₀), particulate matter of 2.5 micrometers or less (PM_{2.5}), and lead (Pb). The USEPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of California Air Resource Board (CARB).

Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. The criteria pollutants, their typical sources, and health effects are described below.

Carbon Monoxide (CO): CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as automobiles, heavy construction equipment, and residential heating. Motor vehicles operating at slow speeds are the primary source of CO in the SCAB and the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. CO concentrations tend to be the highest during winter mornings, when little to no wind and surface-based inversions trap the pollutant at ground level.

Health Effects of CO: Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen (O₂) transport in the bloodstream. Individuals with a deficient

blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased O₂ supply to the heart. Effects associated with the interference of O₂ transport includes competition with O₂ to combine with hemoglobin to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O₂ supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with cardiovascular diseases, and patients with chronic hypoxemia (O₂ deficiency).

Sulfur Dioxide (SO₂): SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning coal and high sulfur-content fuel oils used in power plants and industrial uses, as well as from diesel engines and chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms SO₄. Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Health Effects of SO₂: A few minutes of exposure to low levels of SO₂ can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. Very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Nitrogen Dioxide (NO₂): NO₂ is formed when nitrogen (N₂) combines with O₂. Nitric oxide (NO) and NO₂ are collectively described as NO_x. NO_x is typically created during combustion processes and is a major contributor to O₃ formation and acid deposition. Of the seven types of nitrogen oxide compounds, NO₂ is the most abundant in the atmosphere. As ambient concentrations of NO₂ are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO₂ than those indicated by regional monitoring station.. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO₂ may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility.

Health Effects of NO₂: Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

Particulate Matter: PM₁₀ and PM_{2.5} are both identified as criteria pollutants. PM₁₀ is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. PM₁₀ (particulate matter 10 microns in diameter or smaller, about 0.0004 inches or less) easily enters the lungs where it may be deposited, resulting in adverse health effects. Sources of PM₁₀ include road dust, incomplete combustion of any fuel, and windblown dust from activities such as construction. PM₁₀ is also formed from other pollutants (acid rain, NO_x, SO_x, organic compounds). Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity.

PM2.5 is similar to PM10, consisting of tiny solid or liquid particles which are 2.5 microns or smaller (often referred to as fine particles). These particles are formed in the atmosphere from fuel combustion in motor vehicles, equipment, and industrial sources, and residential and agricultural burning. PM2.5 is also formed from reaction of other pollutants (acid rain, NO_x, SO_x, organic compounds).

Health Effects of PM10 and PM2.5: There is a consistent correlation between elevated ambient fine particulate matter (PM10 and PM2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions observed in different parts of the United States and various areas around the world. Daily fluctuations in PM2.5 concentration levels have also been associated with hospital admissions for acute respiratory conditions in children, increased school absences, a decrease in respiratory lung volumes in normal children, and increased medication use in children and adults with asthma. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.

Ozone (O₃): O₃ is a highly reactive and unstable gas that is formed when VOCs and NO_x react in the presence of sunlight. VOCs are hydrocarbon compounds widely used as ingredients in household products such as paints, varnishes, cleaning products, as well as fuels. O₃ concentrations are generally highest during the summer months when conditions such as increased sunlight and lesser winds are favorable to the formation of this pollutant.

Health Effects of O₃: Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered the groups most susceptible to the effects of O₃. Short-term exposure to O₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O₃ levels are associated with increased school absences. In recent years, a correlation has been reported between elevated ambient O₃ levels and increases in daily hospital admission rates, as well as mortality. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O₃ levels.

O₃ exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O₃ may be more toxic than exposure to O₃ alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Lead (Pb): Pb is a heavy metal that is highly persistent in the environment. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. Currently, the major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft using leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the proposed Project does not include operational activities such as metal processing or Pb acid battery manufacturing, and the proposed Project is not anticipated to generate a quantifiable amount of Pb emissions.

Health Effects of Pb: Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, and inability to

follow simple commands. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue).

Hazardous Air Pollutants: The CAA also charges the USEPA with regulation of hazardous air pollutants (HAPs) (also known as toxic air contaminants). Sources of HAPs include emissions from mobile sources (e.g., diesel exhaust), stationary sources (e.g., factories, refineries), and indoor sources (e.g., construction materials, dry cleaning chemicals). THE USEPA currently maintains a list of 188 regulated HAPs.¹

Health Effects of HAPs: HAPs are pollutants typically generated by human activity that are associated with potentially adverse health effects including an increased risk of getting cancer. Other health effects can include damage to the immune system, neurological, reproductive, developmental, and respiratory problems. Some HAPs, such as mercury, can infiltrate the soil or surface waters where they can enter the food chain through absorption by plants consumed by animals.²

Clean Air Act Amendments

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS and require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

State

California Clean Air Act

The California Clean Air Act (CCAA)(Assembly Bill [AB] 2595), signed into law in 1988, requires local air quality districts to develop air quality plans and authorizes air quality districts to implement transportation control measures. The proposed Project is located within the South Coast Air Basin (SCAB) which is regulated by the South Coast Air Quality Management District (SCAQMD).

The CCAA charged the California Air Resources Board (CARB), with ensuring implementation of the CCAA, responding to the federal CAA, and regulating emissions from consumer products and motor vehicles. The State of California State Department of Health first developed the California

¹ United States Environmental Protection Agency (USEPA), Initial List of Hazardous Air Pollutants with Modifications, <<https://www.epa.gov/haps/initial-list-hazardous-air-pollutants-modifications>> (Accessed January 3, 2024).

² USEPA, <<https://www.epa.gov/haps/health-and-environmental-effects-hazardous-air-pollutants>> (Accessed February 21, 2024).

Ambient Air Quality Standards (CAAQS) in 1962. CARB adopted the CAAQS in 1969, following its formation in 1967. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the CAAQS. The CAAQS sets standards for the same criteria pollutants for which NAAQS have been established as well as sets standards for sulfates (SO_4^{2-}), visibility reducing particles, hydrogen sulfide (H_2S), and vinyl chloride ($\text{C}_2\text{H}_3\text{Cl}$). The following section describes the State-specific pollutants addressed by the CAAQS. **Table 4.4-1: Ambient Air Quality Standards**, shows both the NAAQS and CAAQS.

State Criteria Pollutants

Sulfates: Sulfates are chemicals that contain the fully oxidized ionic form of sulfur (SO_4^{2-}), in combination with metal and/or hydrogen ions. Emissions of sulfur-containing compounds occur primarily from the combustion of gasoline and diesel fuel that contains sulfur. A small amount of sulfate is directly emitted from combustion of sulfur-containing fuels, but most ambient sulfate is formed through chemical reactions in the atmosphere. Sulfates can be a significant portion of $\text{PM}_{2.5}$.

Health Effects of Sulfates: Sulfates have similar health effects to $\text{PM}_{2.5}$, including reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases. Groups having higher risk of experiencing adverse health effects with sulfates exposure include children, asthmatics, and older adults who have chronic heart or lung diseases.³

Vinyl Chloride ($\text{C}_2\text{H}_3\text{Cl}$): Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used in the process of making polyvinyl chloride (PVC) plastic and vinyl products, thus may be emitted from industrial processes. Vinyl chloride has been detected near landfills, sewage treatment plants, and hazardous waste sites.

Health Effects of $\text{C}_2\text{H}_3\text{Cl}$: Short-term exposure to high levels (10 parts per million [ppm] or above) of vinyl chloride causes central nervous system effects, such as dizziness, drowsiness, and headaches. The primary non-cancer health effect of long-term exposure to vinyl chloride through inhalation or oral exposure is liver damage. Inhalation has been shown to increase the risk of angiosarcoma, a rare form of liver cancer. Current Occupational Safety and Health Administration (OSHA) regulations allow occupational exposures of up to an 8-hour average of 1 ppm vinyl chloride.⁴ Acute exposure to extremely high levels of vinyl chloride has caused loss of consciousness, lung and kidney irritation, and inhibition of blood clotting in humans and cardiac arrhythmias in animals. Vinyl chloride is reported to be slightly irritating to the eyes and respiratory tract in humans.⁵

Hydrogen Sulfide (H_2S): Hydrogen sulfide is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. It is also formed during bacterial decomposition of human and animal wastes and is present in emissions from sewage treatment facilities and landfills. Industrial sources include petrochemical plants, coke oven plants, and kraft paper mills.

³ California Air Resources Board <<https://ww2.arb.ca.gov/resources/sulfate-and-health>> (Accessed January 3, 2024).

⁴ *Id.* <<https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health#:~:text=Vinyl%20chloride%20is%20the%20only,to%20control%20vinyl%20chloride%20emissions.>> (Accessed January 3, 2024).

⁵ USEPA, <<http://efaidnbmnnnibpcajpcglclefindmkaj/https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/vinyl-chloride.pdf>> (Accessed February 21, 2024).

Health Effects of H₂S: The odor of H₂S is extremely strong and foul, and it can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting. The odor of H₂S is detectable at a very low level. On a population basis, the average odor detection threshold is about 0.03 to 0.05 ppm, although some individuals can detect H₂S at lower concentrations. Additional health effects have only been reported with exposures greater than 50 ppm (eye irritation), considerably higher than the odor threshold based standard. Exposure to even higher levels of H₂S (over 300 ppm) can induce serious adverse health effects, although these exposures are typically only encountered in occupational or industrial accident situations. H₂S is regulated as a nuisance based on its odor detection level.⁶

Visibility Reducing Particles: Visibility reducing particles are particulate matter that impacts the environment by creating haze and decreasing visibility. These particles vary greatly in shape, size, and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment.⁷

Health Effects of Visibility Reducing Particles: Health effects are similar to those experienced with exposure to PM₁₀ and PM_{2.5}, and include increased mortality rates, respiratory infections, asthma, acute respiratory conditions in children, and a decrease in respiratory lung volumes.

Toxic Air Contaminants

The State of California describes a toxic air contaminant (TAC) as "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health."⁸ In 1983, CARB was charged with the identification and control of TACs (excluding pesticides, which are under the authority of the California Department of Pesticide Regulation). Subsequently, CARB has formally identified over 200 TACs, including the 188 HAPs regulated by the USEPA.

Health Effects of Toxic Air Contaminants: TACs include HAPs, and are pollutants typically generated by human activity that are associated with potentially adverse health effects including increased cancer risk, immune system damage, neurological, reproductive, developmental, and respiratory problems.

Table 4.4-1: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O₃)⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
Ozone (O₃)	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM₁₀)⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		--		

⁶ *Id.* <<https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health#:~:text=The%20H2S%20standard,the%20existing%20standard%20was%20adequate.>> (Accessed January 3, 2024).

⁷ *Id.* <<https://ww2.arb.ca.gov/resources/visibility-reducing-particles-and-health>> (Accessed January 3, 2024).

⁸ Health and Saf. Code § 39655.

Pollutant	Averaging Time	California Standards ¹		National Standards		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Fine Particulate Matter (PM 2.5)⁹	24 Hour	--	--	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	--	Non- Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--	--	
Nitrogen Dioxide (NO₂)¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	--	Gas Phase Chemiluminescence
	Annual Arithmetic mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
Sulfur Dioxide (SO₂)¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	--	Ultraviolet Fluorescence Spectrophotometry (Pararosaniline method)
	3 Hour	--		--	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	--	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas) ¹¹	--	
Lead^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m ³		
Visibility Reducing Particles¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride^{1,2}	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Pollutant	Averaging Time	California Standards ¹		National Standards		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Notes:						
<ol style="list-style-type: none"> 1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. 2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas. 3. Any equivalent measurement method which can be shown to the satisfaction of ARB to give equivalent results at or near the level of the air quality standard may be used. 4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. 5. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effect of a pollutant. 6. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA. 7. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. 8. On December 14, 2012, the national annual PM 2.5 primary standard was lowered from 15 µg/m³ to 12 µg/m³. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years. 9. To attain the 1-hour national standard, the 3-year average of the annual 97th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compared the national 1-hour standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm. 10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations of each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm. 11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants. 12. The national standard for lead was revised on October 14, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved. 13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively. 						

Source: California Air Resources Board

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as being in attainment or non-attainment for the CAAQS. Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMPs) that include specified emission reduction strategies in an effort to meet clean air goals. Generally, the CAAQS are more stringent than the NAAQS. **Table 4.4-2, Attainment Status of Criteria Pollutants in the SCAB**, shows the attainment status for the NAAQS and CAAQS for the SCAB.

Table 4.4-2: Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ⁹	Attainment	Unclassifiable/Attainment
Note: See Appendix B for a detailed map of State/National Area Designations within the SCAB. "--" = The national 1-hour O ₃ standard was revoked effective June 15, 2005. Prepared by: Urban Crossroads, 2023.		

The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD has developed the 2022 AQMP, which includes the SIPs for achieving the NAAQS. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators; and
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG_s, NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

CCR, Title 24, Part 11: California Green Building Standards Code (CalGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

⁹ The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

CalGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023.

The CEC anticipates that the 2022 Energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. Among other items, these standards require Nonresidential Mandatory Measures:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:

- Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

California Air Resources Board Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck (ACT) Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The ACT rule directly addresses disproportionate risks and health and pollution burdens and puts California on the path for an all zero-emission short-haul drayage fleet in ports and rail yards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The ACT Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- **Zero-Emission Truck Sales:** Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- **Company and Fleet Reporting:** Large employers including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Transport Refrigeration Unit (TRU or Reefer) Regulation

CARB adopted the TRU Airborne Toxic Control Measure (ATCM) in 2004 to reduce diesel PM emissions and resulting health risk from diesel-powered TRUs. The TRU ATCM was amended in 2010, 2011, and 2022. The 2022 Amendments are intended to achieve additional emission and health risk reductions from diesel-powered TRUs and increase the use of zero-emission technology in the off-road sector. Included in the 2022 Amendments was an updated schedule for compliance with the rule's requirements, as well as reporting and verification requirements.

Senate Bill 535

Senate Bill (SB) 535 (Health and Saf. Code §§ 39711, 39713, 39715, 39721, and 39723) acknowledges that low-income and disadvantaged communities have potentially increased vulnerability to poor air quality and requires funds to be spent to benefit these disadvantaged communities. The California Environmental Protection Agency (CalEPA) has identified disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria as identified in Health and Safety Code Section 39711, Subsection (a).87 CalEPA identifies disadvantaged communities as those that score within the top 25 percent of the census tract when analyzed by CalEnviroScreen versions 3.0 and 4.0. CalEnviroScreen version 4.0 identifies North Long Beach as meeting the definition of a disadvantaged community. Disadvantaged communities are further discussed in Section 4.12, Land Use and Planning.

Assembly Bill 617

Assembly Bill (AB) 617 emphasizes the protection of local communities from the harmful effects of air pollution. As part of AB 617 the CARB has implemented the Community Air Protection Program (CAPP) to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollution. The City self-identified as a potential participant in the CAPP, joining other South Bay communities such as Carson and Wilmington. The SCAQMD submitted its final recommendations including the Wilmington, West Long Beach, and Carson (WWLBC) community on July 31, 2018, and on September 11, 2018. The Project site is located outside the WWLBC community, approximately 1.75 miles east of the community boundary.

Regional

AQMP

Currently, the NAAQS for O₃ and PM_{2.5} and the CAAQS for O₃, PM₁₀, and PM_{2.5} are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted an AQMP to meet the CAAQS

and NAAQS. AQMPs are updated regularly to ensure an effective reduction in emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and Project consistency with the AQMP is provided in *Potential Impacts to Sensitive Receptors* under Impact AQ-3.

Applicable SCAQMD Rules

The SCAQMD has promulgated several rules for managing air quality in the district. The following are rules applicable to the proposed Project.

SCAQMD Rule 402

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Odor Emissions

All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use.

SCAQMD Rule 403

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities.

Dust Control, Operations

Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the SCAQMD.

SCAQMD Rule 1113

This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. This rule applies to any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects.

SCAQMD Rule 1166

This rule sets requirements to control the emission of Volatile Organic Compounds (VOC) from excavating, grading, handling, and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

SCAQMD Rule 1301

This rule is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the NAAQS, while future

economic growth within the SCAQMD is not unnecessarily restricted. The specific air quality goal is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and Ozone Depleting Compounds (ODCs) from new, modified or relocated facilities by requiring the use of Best Available Control Technology (BACT).

SCAQMD Rule 1401

A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one (1) hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States (U.S.) Bureau of Mines.

SCAQMD Rule 1466

The SCAQMD adopted Rule 1466, the Control of Particulate Emissions from Soils with Toxic Air Contaminants rule on July 7, 2017. Rule 1466 is intended to minimize the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities involving soil that contains applicable toxic air contaminants, and applies to any owner or operator conducting earth-moving activities of soil with applicable toxic air contaminant(s) that have been identified as contaminant(s) of concern at a site. The provisions in Rule 1466 include ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements.

SCAQMD Rule 2305

The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 SF or larger are required to directly reduce nitrogen oxides (NO_x) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points are awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

Local

City of Long Beach General Plan

The following currently adopted General Plan goals, policies, and implementation measures from the current Air Quality Element of the Long Beach General Plan are relevant to air quality with respect to the proposed Project:

Policy 2.1.1 Reduce Vehicle Trips

Use incentives, regulations, and transportation demand management techniques, in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips that would otherwise occur.

- 2.1.1.1 Establish and implement Transportation Demand Management Programs as they become economically feasible.

Policy 2.1.2 Reduce Vehicle Miles Traveled

Use incentives, regulations, and transportation demand management in cooperation with other jurisdictions in the South Coast Air Basin, to reduce vehicle miles traveled.

- 21.2.6 Add transportation demand management considerations to the criteria for Site Plan Review, including a parking space reduction incentive for the provision of employee bicycle parking and shower /locker rooms, and other incentives.

Policy 2.4.1 Promote Non-Motorized Transportation

Promote convenient and continuous bicycle paths and pleasant pedestrian environments that will encourage non-motorized travel within the City.

- 24.1.3 Insure that all new development is designed and constructed to facilitate and encourage travel by carpool, vanpool, transit, bicycle, and foot.
- 2.4.1.8 Provide convenient, secure bicycle parking facilities at public buildings, shopping centers, employment and activity centers, and multi-family developments (Transportation Element, TDM 5.1.6, Policy 7)
- 2.4.1.11 Establish parking policies at employment centers consistent with the demand management provisions of this Element and of the Trip Reduction Ordinance. (Transportation Element, TDM 5.1.4, Policy 2)

Policy 7.1 Energy Conservation

Reduce energy consumption through conservation improvements and requirements.

- 7.1.4 Encourage the incorporation of energy conservation features in the design of all new construction.

City of Long Beach Municipal Code

Section 21.64.030, Transportation demand and trip reduction measures, of the City's municipal code provides transportation demand management design standards applicable to the proposed Project, including requirements for bicycle racks.

4.4.2 Environmental Setting

This section provides an overview of the existing conditions relative to air quality in the proposed Project area and surrounding region. A more detailed discussion of the environmental setting can be found in **Appendix B**.

Climate

The distinctive climate of the SCAB, including the Project site, is determined by its terrain and geographical location, as well as temperature, wind, humidity, precipitation, and amount of sunshine. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego Air Basin to the south.

Annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F) and all portions of the SCAB have recorded maximum temperatures above 100°F. During the rainy season (late autumn to early spring), the SCAB is subjected to wind flows from the northwest. This period also brings five to ten periods of strong, dry "Santa Ana" winds. More than 90 percent of rainfall in the SCAB occurs from November through April. During the dry

season (late spring to early autumn), the wind flow is typified by a daytime onshore sea breeze and a nighttime offshore wind that begins with heavy, cool air descending from the mountains, flowing through the mountain passes and canyons, and following the lowering terrain toward the ocean. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces. Another characteristic wind regime in the SCAB is the “Catalina Eddy,” centered over Santa Catalina Island, resulting in an offshore flow to the southwest. The climate of the SCAB can be characterized as semi-arid; however, the air near the land surface is quite moist on most days because of the presence of a marine layer. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. The marine layer is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO₂) to sulfates (SO₄) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast. Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds.

Local Air Quality Monitoring Data

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards represent the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and five single-pollutant (Pb) air monitoring sites located throughout the SCAB. The closest monitoring station to the Project site is the I-710 monitoring station, located 1.69 miles to the west. The I-710 monitoring station records air quality data for NO₂ and PM_{2.5}. The South Coastal LA County 2 and the South Coastal LA County 4 monitoring stations are located 4.71 miles south of the Project site. The South Coastal LA County 2 monitoring station records air quality data for PM₁₀ and the South Coastal LA County 4 monitoring station records air quality data for O₃ (years 2020 and 2021). As the I-710 and South Coastal LA County monitoring stations do not record CO data, data for CO is derived from the South-Central LA County monitoring station, located 3.37 northwest of the Project site.

The determination of whether a region’s air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. **Table 4.4-1: Ambient Air Quality Standards**, presents both federal and state ambient air quality standards. Air quality is considered to be in attainment if the measured ambient air pollutant levels for O₃, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} do not exceed federal or State standards.

Table 4.4-3: Project Area Air Quality Monitoring Summary 2020-2022 shows the most recent three years of monitoring data and identifies the number of days ambient air quality standards were exceeded. Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} for 2020 through 2022 was obtained from air quality data tables produced by the SCAQMD. Data for SO₂ has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO₂ concentrations.

As shown in Table 4.4-3, O₃ levels exceeded the State 1-Hour Standard and State and Federal 8-Hour Standards in two of the three years for which data is presented. PM₁₀ exceeded the State 24-Hour Standard for one of the three years shown and PM_{2.5} exceeded the Federal 24-Hour Standard for all three years shown.

Table 4.4-3: Project Area Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	Year		
		2020	2021	2022
O₃^a				
Maximum Federal 1-Hour Concentration (ppm)		0.105	0.086	0.108
Maximum Federal 8-Hour Concentration (ppm)		0.083	0.064	0.077
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	4	0	1
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	4	0	1
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	4.5	4.3	3.4
Maximum Federal 8-Hour Concentration	> 20 ppm	3.1	3.7	3.0
NO₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.090	0.092	0.095
Annual Federal Standard Design Value		0.022	0.025	0.025
PM₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	59	48	48
Annual Federal Arithmetic Mean (µg/m ³)		24.9	22.7	25.5
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	2	0	0
PM_{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	44.0	84.6	39.0
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.93	13.01	11.91
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	2	7	1
<i>Notes:</i> For 2019, data for O ₃ was not available for the South Coastal LA County 4 monitoring station. Data from the South Coastal LA County 3 monitoring station was substituted. Ppm = Parts Per Million µg/m ³ = Microgram per Cubic Meter				

Source: Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables.
Prepared by: Urban Crossroads, 2023

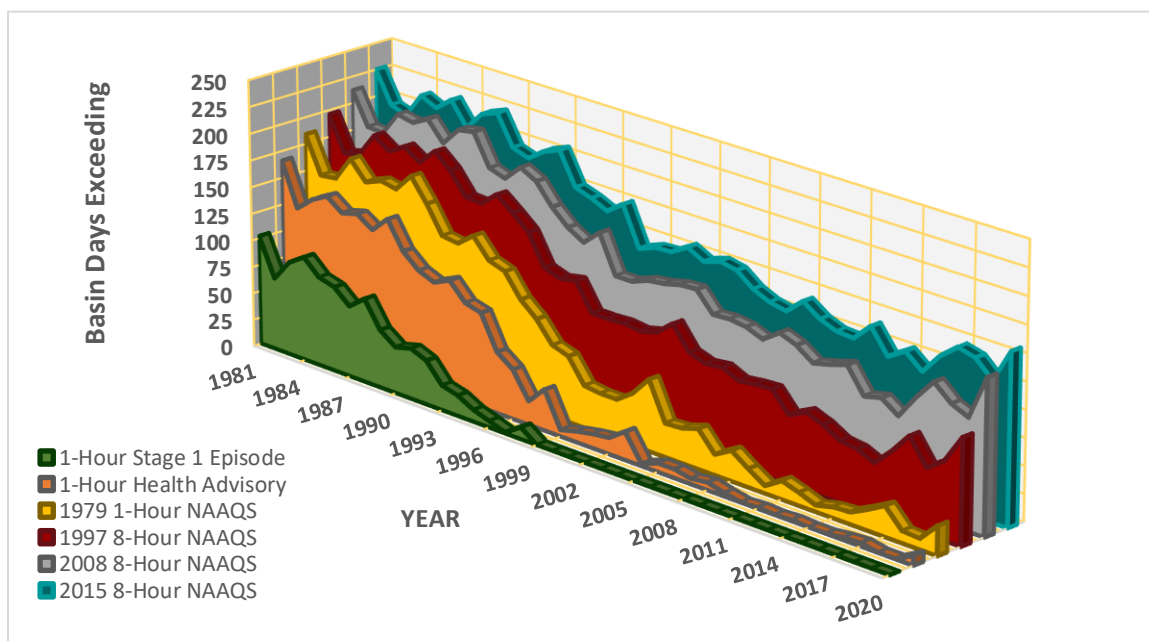
Regional Air Quality Improvement

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

As discussed above, the SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. SCAQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs.”

Emissions of O₃, NO_x, VOC, and CO have been decreasing in the SCAB since 1975 and were projected to continue to decrease through 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O₃ contour maps show that the number of days exceeding the 8-hour NAAQS has generally decreased between 1980 and 2020. For 2020, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown on **Table 4.4-4: SCAB O₃ Trend**, O₃ levels have increased in the past three years due to higher temperatures and stagnant weather conditions. Notwithstanding, O₃ levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 1970's.

Table 4.4-4: SCAB O₃ Trend



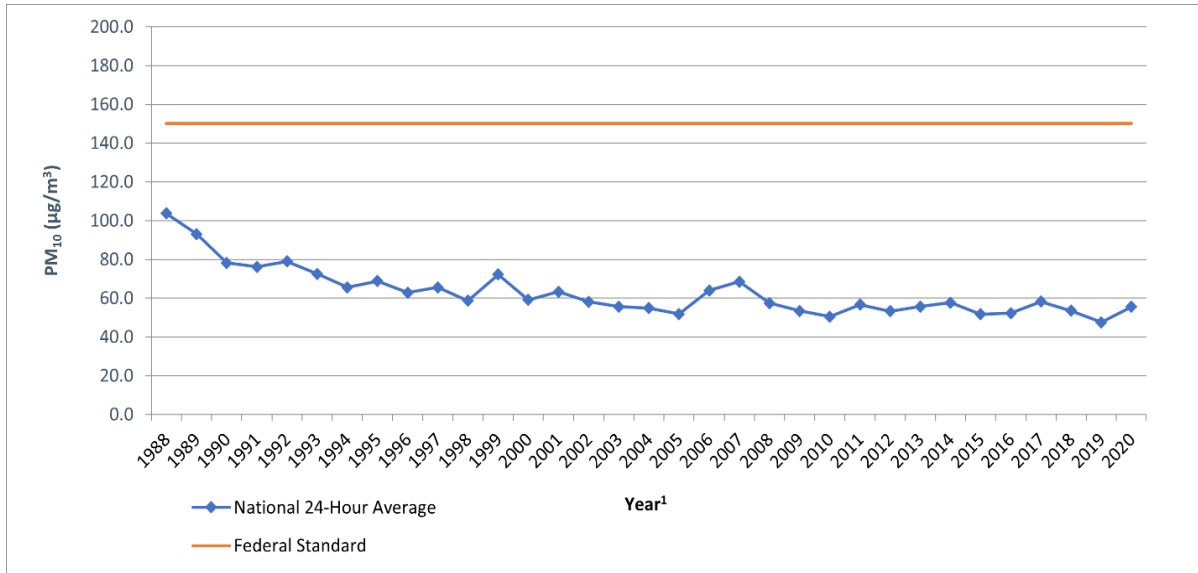
Source: 2020 SCAQMD, Historical O₃ Air Quality Trends (1976-2020)
 Prepared by: Urban Crossroads, 2023

The overall trends of PM₁₀ and PM_{2.5} levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM₁₀ have remained somewhat constant in the SCAB and direct emissions of PM_{2.5} have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions.

As with other pollutants, the most recent PM₁₀ statistics show an overall improvement as illustrated in **Table 4.4-5: SCAB Average 24-Hour Concentration PM₁₀ Trend (Based on Federal Standard)** and **Table 4.4-6: SCAB Annual Average Concentration PM₁₀ Trend (Based on State Standard)**. During the period for which data are available, the 24-hour national annual average concentration for PM₁₀ decreased by approximately 46%, from 103.7 microgram per cubic meter (µg/m³) in 1988 to 55.5 µg/m³ in 2020. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations would exceed the threshold. The 24-hour state annual average for emissions for PM₁₀, have decreased

by approximately 64%, from 93.9 $\mu\text{g}/\text{m}^3$ in 1989 to 33.9 $\mu\text{g}/\text{m}^3$ in 2020. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop.

Table 4.4-5: SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)¹

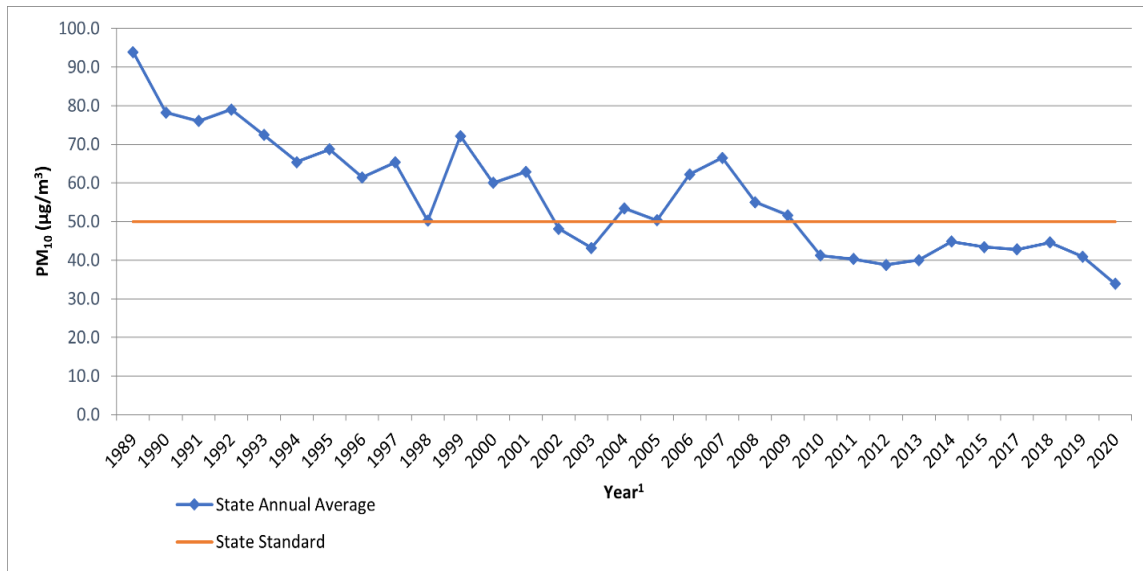


Source: 2020 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Prepared by: Urban Crossroads, 2023

Table 4.4-6: SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)¹



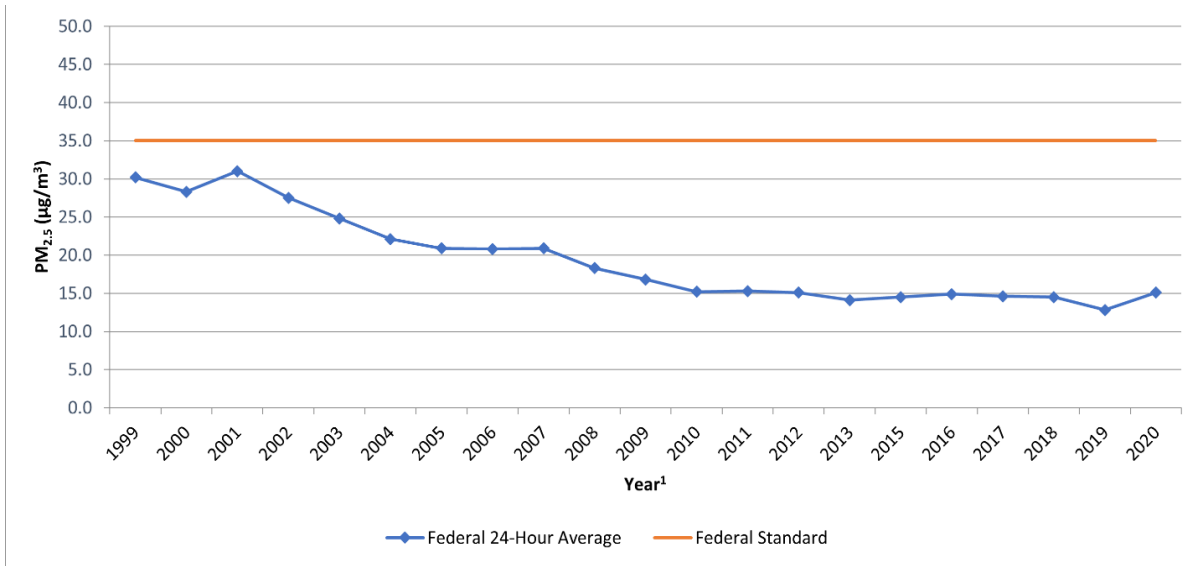
Source: 2020 CARB, iADAM: Top Four Summary: PM_{10} 24-Hour Averages (1988-2020)

¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Prepared by: Urban Crossroads, 2023

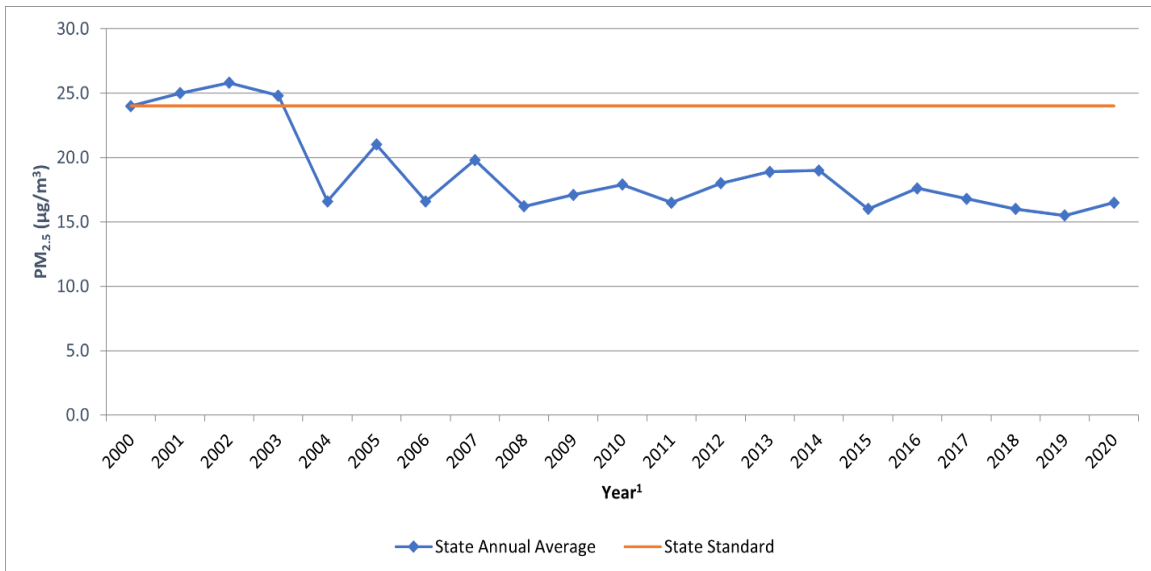
Table 4.4-7: SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on Federal Standard) and **Table 4.4-8: SCAB Annual Average Concentration PM_{2.5} Trend (Based on State Standard)** shows the most recent 24-hour average PM_{2.5} concentrations in the SCAB from 1999 through 2020. Overall, the national and state annual average concentrations have decreased by almost 50% and 31% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal PM_{2.5} standards.

Table 4.4-7: SCAB 24-Hour Average Concentration PM_{2.5} Trend (Based on Federal Standard)¹



Source: 2020 CARB, iADAM: Top Four Summary: PM_{2.5} 24-Hour Averages (1999-2020)
¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Table 4.4-8: SCAB Annual Average Concentration PM_{2.5} Trend (Based on State Standard)¹



Source: 2020 CARB, iADAM: Top Four Summary: PM_{2.5} 24-Hour Averages (1999-2020)
¹ Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

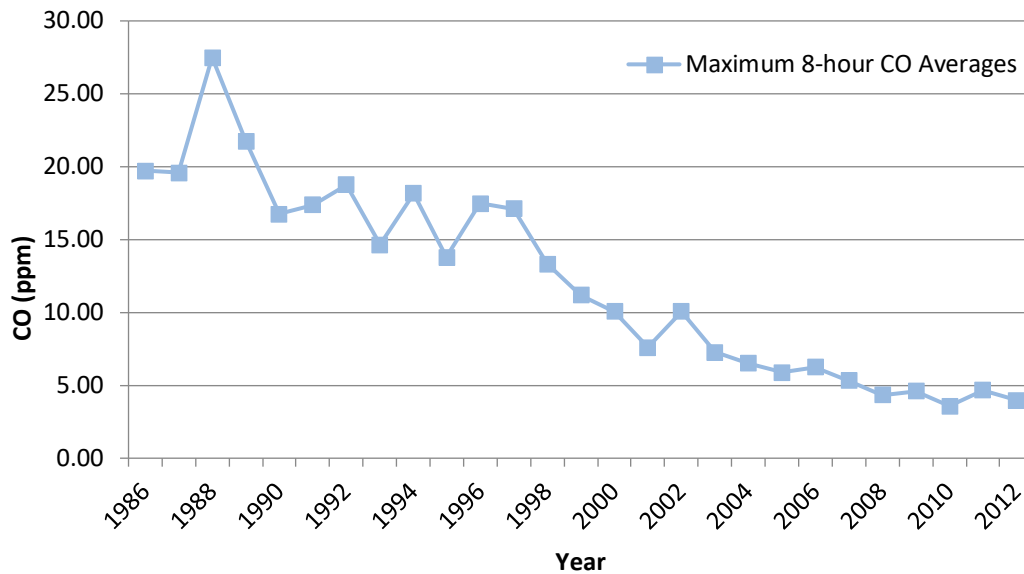
While the 2012 AQMP PM₁₀ attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured PM_{2.5}.

The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of PM_{2.5}-equivalent emission reductions continued through 2015, the severe drought conditions contributed to the PM_{2.5} increases observed after 2012. As a result of the disrupted progress toward attainment of the federal 24-hour PM_{2.5} standard, SCAQMD submitted a request and the EPA approved, in January 2016, a “bump up” to the nonattainment classification from “moderate” to “serious,” with a new attainment deadline as soon as practicable, but not beyond December 31, 2019. As of March 14, 2019, the EPA approved portions of a SIP revision submitted by California to address CAA requirements for the 2006 24-hour PM_{2.5} NAAQS in the Los Angeles-SCAB Serious PM_{2.5} nonattainment area. The EPA also approved 2017 and 2019 motor vehicle emissions budgets for transportation conformity purposes and inter-pollutant trading ratios for use in transportation conformity analyses.

In December 2022, the SCAQMD released the Final 2022 AQMP. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and updated emission inventory methodologies for various source categories. The most recent CO concentrations in the SCAB are shown in **Table 4.4-9: SCAB 8-Hour Average Concentration CO Trend**. CO concentrations in the SCAB have decreased markedly a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

Part of the control process of the SCAQMD’s duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD’s *CEQA Air Quality Handbook (1993)* (*1993 CEQA Handbook*). The single threshold of significance used to assess Project direct and cumulative impacts has in fact “worked” as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the SCAQMD, the District’s thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project.

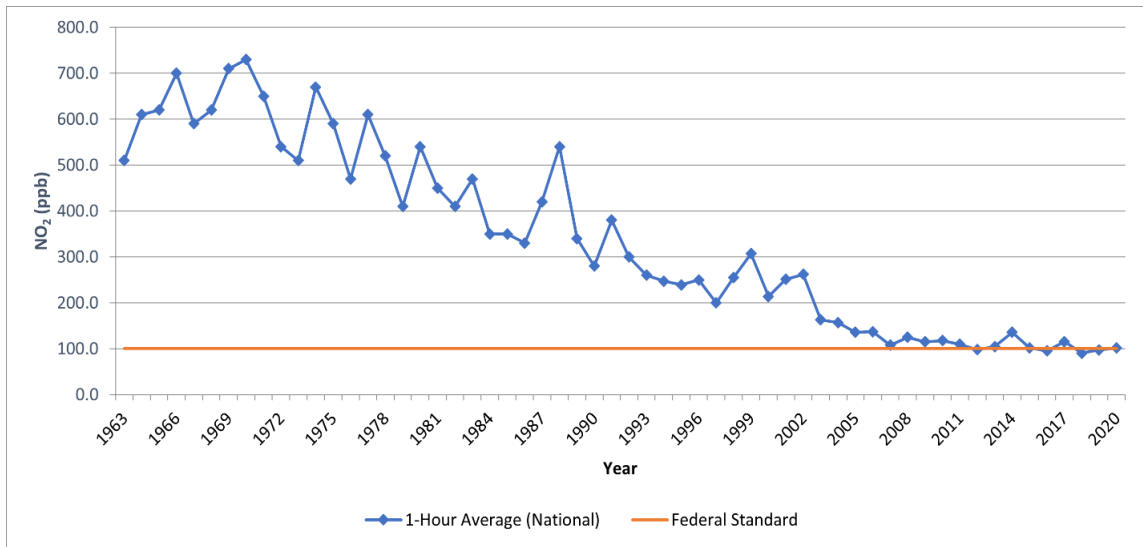
Table 4.4-9: SCAB 8-Hour Average Concentration CO Trend¹



Source: 2020 CARB, iADAM: Top Four Summary: CO 8-Hour Averages (1986-2012)¹ The most recent year where 8-hour concentration data is available is 2012.

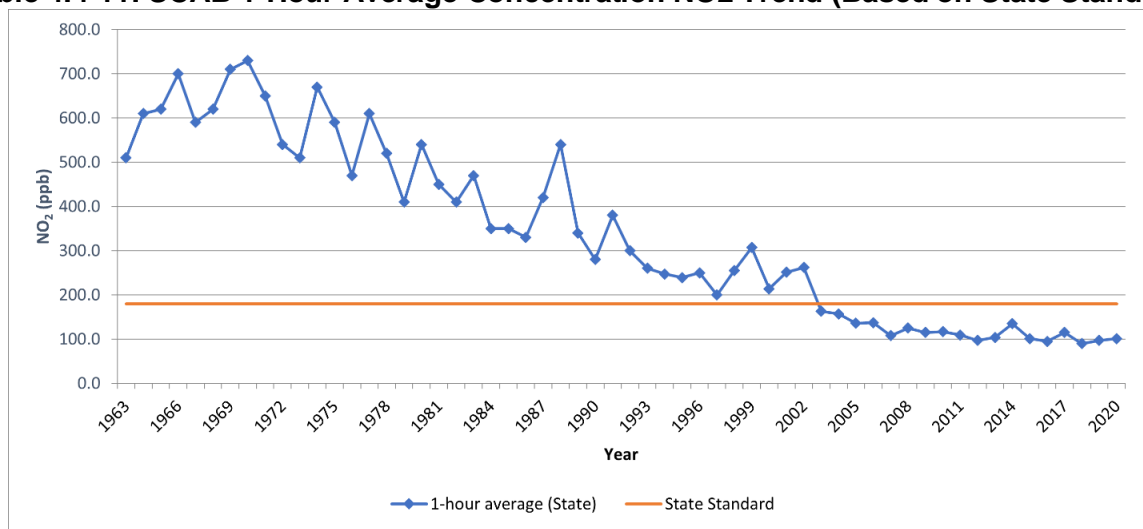
The most recent NO₂ data for the SCAB is shown in **Table 4.4-10: SCAB 1-Hour Average Concentration NO₂ Trend (Based on Federal Standard)** and **Table 4.4-11: SCAB 1-Hour Average Concentration NO₂ Trend (Based on State Standard)**. Over the last 50 years, NO₂ values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO₂ standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 ppm was adopted by CARB in February 2007. The new standard is just barely exceeded in the SCAQMD. NO₂ is formed from NO_x emissions, which also contribute to O₃. As a result, the majority of the future emission control measures would be implemented as part of the overall O₃ control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California’s NO_x emissions. These measures are expected to bring the SCAQMD into attainment of the state annual average standard.

Table 4.4-10: SCAB 1-Hour Average Concentration NO₂ Trend (Based on Federal Standard)



Source: 2020 CARB, iADAM: Top Four Summary: CO 1-Hour Averages (1963-2020)

Table 4.4-11: SCAB 1-Hour Average Concentration NO₂ Trend (Based on State Standard)



Source: 2020 CARB, iADAM: Top Four Summary: CO 1-Hour Averages (1963-2020)

Toxic Air Contaminants Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California*, a journal article prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C₆H₆), and 1,3-butadiene (C₄H₆); those that are derived from stationary sources: perchloroethylene (C₂Cl₄) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted

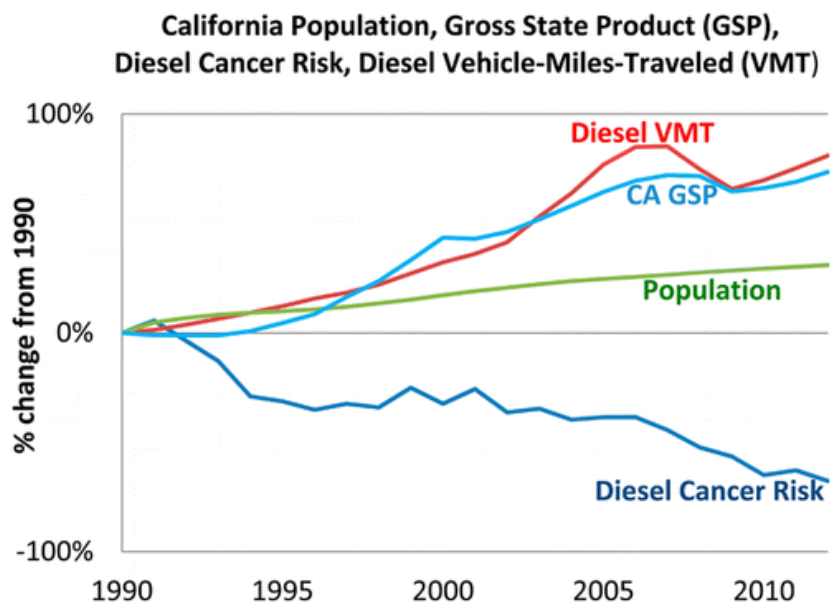
VOCs: formaldehyde (CH₂O) and acetaldehyde (C₂H₄O)¹⁰. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

Mobile Source TACs

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California’s second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase “Check Engine” or “Service Engine Soon.” The system would also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB’s phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations.

In 2000, CARB’s Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state’s population increased 31% and the amount of diesel vehicle miles traveled increased 81%, as shown on **Figure 4.4-1: DPM and Diesel Vehicle Miles Trend**. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020.

Figure 4.4-1: DPM and Diesel Vehicle Miles Trend



Source: 2020 CARB

¹⁰ It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.

Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks would be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, would dramatically be reduced due to the forementioned regulatory requirements.

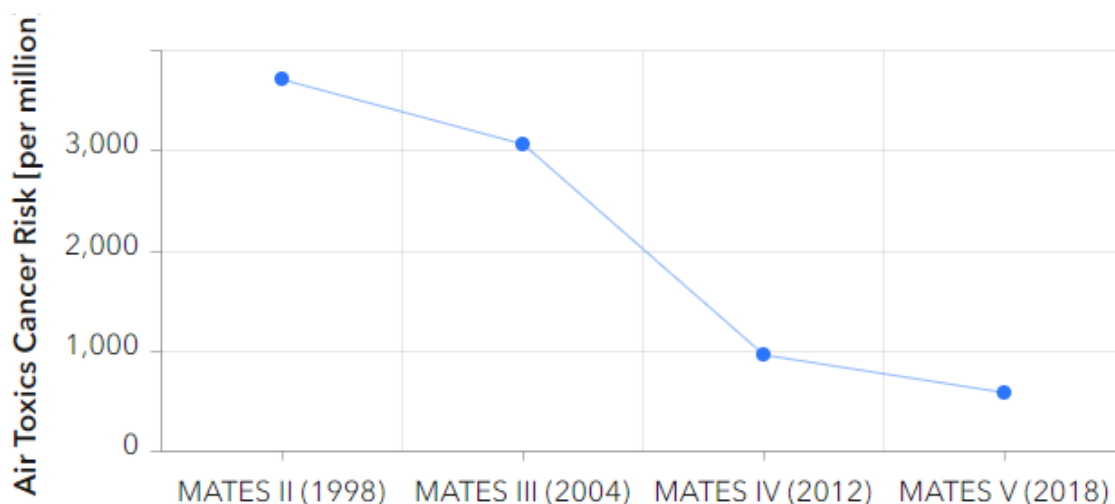
Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling.

Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the MATES. DPM accounts for more than 70% of the cancer risk.

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The draft report for the MATES V study was published in late May and the comment submission deadline on June 7, 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD’s programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. **Figure 4.4-2: MATES V Risk Map** illustrates the MATES V Risk trends for the nearest available monitoring site to the Project, located in Long Beach.

Figure 4.4-2: MATES V Risk Map



4.4.3 Impact Analysis

The air quality analysis prepared for this Draft EIR quantifies air quality emissions generated by construction and operation of the proposed Project and addresses whether it would conflict with implementation of the SCAQMD's AQMP and the lead agency's planning regulations. The analysis determines whether the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is in non-attainment under the NAAQS and CAAQS. Additionally, the proposed Project has been evaluated to determine whether it would expose sensitive receptors to substantial pollutant concentrations and odor impacts.

Methodology

CalEEMod

The proposed Project has the potential to affect air quality through construction-source and operational-source emissions. Emissions associated with the proposed Project were calculated using the latest version of the California Emissions Estimator Model (CalEEMod) version 2022.1.

The purpose of CalEEMod is to calculate construction-source and operational-source criteria pollutants (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures. The full methodology as well as output from the model runs for both construction and operational activity are provided in **Appendix B**.

Construction Emissions

Calculation of construction-related emissions is based on activities associated with construction of the proposed Project. Construction activities would include demolition/crushing of the existing structures and surfaces, site preparation, grading, building construction, site paving, and application of architectural coating. Demolition of the existing asphalt/concrete and buildings would result in approximately 24,000 total tons of material that would be demolished, crushed, and stockpiled on-site to be used as fill. It is estimated that approximately 1,800 tons of debris would be crushed per day. The USEPA's AP-42 emission factors were used to estimate fugitive dust from crushing activities. Grading activities would also produce fugitive dust emissions.

CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. On-road vehicle emissions from vehicle usage for construction workers, vendor trucks, and haul trucks traveling to and from the site were calculated using CalEEMod. CalEEMod defaults for vendor trips were adjusted based on a ratio of the total vendor trips to the number of days of each subphase of construction. The analysis also accounted for off-site improvements associated with Project-related roadway construction and utility installation.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, there is VOC-impacted soil present on the Project site. A soil management plan (SMP) has been prepared to manage the safe handling of impacted soils encountered during construction. It is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. However, for purpose of the air quality and construction health risk analysis, the EIR utilized a highly conservative amount of 10,000 cubic yards of potential soil haul off. While it is extremely doubtful that this amount of soil would have to be hauled off, the EIR nevertheless conservatively assumed this as a remote possibility and the air quality analysis includes emissions associated with trucks hauling soil off-site. Soil remediation activities are subject to SCAQMD Rule 1166, which requires the preparation of a site-specific plan for the monitoring, treatment, handling, and removal of contaminated soils. Implementation of Rule 1166 would minimize potential emissions that may occur during soil remediation activities.

Construction equipment employed would include concrete/industrial saws, excavators, rubber-tired dozers, crushing and processing equipment, crawler tractors, graders, scrapers, cranes, forklifts, generator sets, tractors, loaders, backhoes, welders, paving equipment, rollers, water trucks, and airless paint pumps. Each piece of equipment was assumed to operate for up to eight hours a day during the applicable phase of construction. For purposes of the analysis, construction of the proposed Project is expected to commence in July 2024 and would end in August 2025.

Operational Emissions

As discussed in Section 2.8, *Tenant Use Options*, the proposed Project would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses. The Tenant Use Options would have no effect on the exterior of the proposed industrial building; however, they would have potential to affect the operation of the building by producing varying numbers of vehicle trips and fuel use and operational energy use. Accordingly, the air quality analysis accounts for each of the Tenant Use Options. The Tenant Use Options include the following:

- Tenant Use Option 1: 304,344 SF Manufacturing
- Tenant Use Option 2: 304,344 SF General Light Industrial
- Tenant Use Option 3: 304,344 SF Warehouse
- Tenant Use Option 4: 304,344 SF High-Cube Fulfillment (Non-Sort)
- Tenant Use Option 5: 304,344 SF High-Cube Cold Storage
- Tenant Use Option 6: 76,086 SF Manufacturing and 228,258 SF Warehouse
- Tenant Use Option 7: 76,086 SF Manufacturing and 228,258 SF High-Cube Transload

Operation of the proposed Project results in emissions from area sources (e.g., landscaping, maintenance equipment.), mobile sources (e.g., on-site cargo handling equipment, automobiles, and trucks), stationary sources (e.g., boilers, spray booths), and transport refrigeration units

(TRUs) (Tenant Use Option 5, only). Area source emissions would be produced through evaporation of solvents in surface coatings such as primers, paints, and varnishes. In addition, area source emissions would include emissions from use of landscaping equipment and consumer products such as detergents, cleaning compounds, personal care products, and lawn and garden products. These emissions were calculated using defaults provided in CalEEMod.

Energy source emissions would include emissions produced through generation of electricity. However, because electrical generating facilities serving the Project area are located outside the region or offset through the use of SCAQMD's Regional Clean Air Incentives Market (RECLAIM) program pollution credits, emission of criteria pollutants from offsite generation of electricity are excluded from the evaluation of potential significant impacts. The proposed Project would not use equipment or appliances powered by natural gas. Furthermore, excluding the office portions of the proposed building, the facility would be largely unconditioned.

Mobile source emissions were primarily derived from vehicle trips generated by the proposed Project, including employee trips to and from the site and truck trips associated with the various Tenant Use Options. Trip generation rates and vehicle fleet mix used in the analysis are further discussed in Section 4.18, *Transportation*. The air quality analysis also accounted for on-site cargo handling equipment. Emissions estimates for on-road travel and on-site cargo handling equipment were calculated using CalEEMod.

For purposes of calculating stationary source emissions, it was anticipated that each Tenant Use Option would utilize a 300 hp diesel powered emergency fire pump. Additionally, it was assumed that Tenant Use Option 5 would utilize an additional 1,500 hp diesel-powered emergency backup generator.

Because Tenant Use Option 5 would include cold storage, the analysis accounted for cold-storage trucks equipped with TRUs. The TRU calculations are based on Emissions FAcTtor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 only provides an emission inventory, and this was converted into emission rates to accurately calculate emissions from TRU operations.

Localized Significance Analysis

The air quality analysis makes use of the methodology included in the SCAQMD's Final Localized Significance Threshold Methodology (LST Methodology) to determine whether there is a potential to contribute to or cause localized exceedances of the NAAQS and/or CAAQS. The SCAQMD's LST Methodology identifies NO_x, CO, PM_{2.5}, and PM₁₀ as emissions of concern during on-site construction activities. In order to estimate localized pollutant concentrations resulting from Project construction, a dispersion analysis was conducted employing the SCAQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion model. To model worst-case conditions, the highest daily peak on-site emissions resulting from overlapping construction activity were modeled. To evaluate potential impacts, the analysis identified sensitive receptors. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. Receptors in the Project study area are described below. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- **R1:** Location R1 represents the existing residence at 2021 East Curry Street, approximately 1,041 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.

- **R2:** Location R2 represents the Southfield Apartments at 5565 Ackerfield Avenue approximately 831 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- **R3:** Location R3 represents the Crossroads Church at 1900 East South Street, approximately 747 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R3 is placed at the building façade.
- **R4:** Location R4 represents the Intercity Fellowship Hall at 5881 Cherry Avenue, approximately 107 feet southwest of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- **R5:** Location R5 represents the existing residence at 5916 Gardenia Avenue, approximately 231 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the residential building façade.
- **R6:** Location R6 represents the existing residence at 5949 Cherry Avenue, approximately 101 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R6 is placed at the residential building façade.
- **R7:** Location R7 represents the Los Angeles County Department of Animal Care and Control building located at 5898 Cherry Avenue, approximately 48 feet south of the Project site. Receptor R7 is placed at the building façade.
- **R8:** Location R8 represents the Food 4 Less grocery store located at 2185 East South Street, approximately 21 feet south of the Project site. Receptor R8 is placed at the building façade.
- **R9:** Location R9 represents Harte Elementary School at 1671 E. Phillips Street, approximately 1,002 feet southwest of the Project site. Receptor R9 is placed at the building façade.

Toxic Air Contaminants

The proposed Project has the potential to expose workers to TACs, primarily diesel particulate matter (DPM) both during construction and operations. A health risk assessment for the proposed Project (see **Appendix C**) was prepared in accordance with SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Utilizing CalEEMod, the health risk assessment calculates DPM emissions for construction related activity for 270 total days of construction activity, based on the assumed mix of construction equipment and construction-related hauling activity used for the air quality analysis. The analysis also accounts for the remediation and removal of VOC impacted soil on the Project site.

The analysis relies on a CARB-adopted diesel exhaust Unit Risk Factor (URF) of 300 in one million per $\mu\text{g}/\text{m}^3$. This URF is based on the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF. Using the 95th percentile URF represents a very conservative analysis of the risk posed by DPM because it represents breathing rates that are high for the human body. In addition, emissions calculations assume that every truck

accessing the Project site will idle for 15 minutes under an unmitigated scenario. As this is an overestimation of actual idling times it presents a very conservative analysis. CARB's anti-idling requirements impose a 5-minute maximum idling time and therefore the analysis conservatively overestimates DPM emissions from idling by a factor of three.

The operational analysis calculated vehicle DPM emissions using emission factors for PM10. Tenant Use Option 1 is the Tenant Use Option with the greatest potential DPM emissions (and thus the greatest potential health risk impacts) was evaluated. Tenant Use Option 5 would result in the greatest number of daily truck trips and would also include the use of transport refrigeration units (TRUs) and an emergency backup generator. All other Tenant Use Options would result in lower potential health risk impacts than Tenant Use Option 5.

Thresholds of Significance

An impact is considered significant if the Project would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Air Quality Management Plan Consistency

SCAQMD has identified criteria for evaluating project consistency with the AQMP, applicable air quality plan in the Project region. This consistency criteria are defined in Sections 12.2 and 12.3 in SCAQMD's *CEQA Air Quality Handbook*. The applicable consistency criteria include:

- **Consistency Criterion No. 1:** Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

Regional Significance Thresholds

SCAQMD has developed regional significance thresholds for regulated pollutants. **Table 4.4-12: Maximum Daily Regional Emissions Thresholds**, presents SCAQMD's CEQA Air Quality Significance Thresholds. Any project in the SCAB with daily emissions that exceed the thresholds presented in Table 4.4-12, should be considered as having an individually and cumulatively significant air quality impact.

Table 4.4-12: Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Thresholds (lbs/day)	Regional Operational Thresholds (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Pb	3	3
<small>Notes: lbs/day = Pounds per Day Source: SCAQMD, CEQA Air Quality Significance Thresholds (2019)</small>		

Localized Significance Thresholds

In addition to Regional Significance Thresholds, the SCAQMD has established that localized impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and/or CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs). LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

Carbon Monoxide (CO) Hotspots

“Hotspots” are localized concentrations of CO that exceed ambient air quality standards. The applicable standards are State one-hour standard of 20 ppm or the State eight-hour standard of 9 ppm. CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections.

Toxic Air Contaminants

SCAQMD has established significance thresholds for TAC exposure. The applicable SCAQMD significance threshold for Project-level TAC-source cancer risk includes a maximum incremental cancer risk greater than or equal to 10 in one million, a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to one in one million), and a Chronic & Acute Hazard Index greater than or equal to 1.0 (project increment).

Project Impacts

Threshold AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1: Less than Significant Impact

The potential for the proposed Project to conflict with or obstruct implementation of an applicable air quality plan was evaluated using the SCAQMD’s 1993 CEQA Handbook criteria for determining consistency with the AQMP. Consistency with these criteria is further discussed below.

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction and Operational Impacts

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. Violation of the CAAQS and NAAQS would occur if localized or regional significance thresholds were exceeded due to project construction or operation. Analysis of the regional construction and operational emissions would not exceed applicable regional significance thresholds (see discussion under Impact AQ-2). Similarly, the analysis indicates that proposed Project construction and operations would not exceed the localized significance thresholds (see discussion under Impact-AQ-3). Therefore, the proposed Project would be consistent with the AQMP under this criterion.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Long Beach General Plan is considered to be consistent with the AQMP.

Construction and Operational Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance.

Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during Project construction. Construction of the proposed Project would generate temporary employment opportunities; however, the number of potential employment opportunities generated by Project construction would be unlikely to be sufficiently large enough to exceed the employment forecasts for the region.

The Project proposes to develop a 304,344 a tilt-up concrete industrial building that can accommodate a variety of different land uses. The proposed building, as well as the Tenant Use Options considered in this Draft EIR, are all consistent with the site's General Plan land use designation. Furthermore, as discussed in Section 4.15, *Population and Housing*, the proposed Project is not growth inducing and no new housing or population growth would be anticipated as a result of Project implementation. Proposed Project operations would generate increased employment in the City; however, the number of potential employment opportunities generated by the proposed Project Tenant Use Options would be unlikely to be sufficiently large enough to exceed the employment forecasts for the region. Accordingly, the proposed Project Tenant Use Options would be consistent with the General Plan and the proposed Project would be consistent with the second criterion. The impacts would be less than significant.

Threshold AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2: Less Than Significant Impact

Construction Emissions

Construction of the proposed Project would result in emissions of VOCs, NO_x, SO_x, CO, PM10, and PM2.5. **Table 4.4-13: Construction Emissions Summary – Without Mitigation**, presents emissions generated by construction activities associated with the proposed Project. CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project activities, which vary by season. As such, the estimated maximum daily construction emissions without mitigation are summarized for both summer and winter periods. Detailed unmitigated construction model outputs are provided in **Appendix B**. As shown, emissions resulting from proposed Project construction would not exceed criteria pollutant thresholds established by the SCAQMD.

Table 4.4-13 Summary of Construction Emissions – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
2024						
Winter	4.13	40.67	34.35	0.09	5.61	2.85
Summer	37.92	53.44	85.85	0.17	20.44	5.20
2025						
Winter	2.82	22.80	33.54	0.06	2.86	1.27
Summer	31.73	30.31	47.69	0.07	3.73	1.72
Maximum Daily Emissions	37.92	53.44	85.85	0.17	20.44	5.20
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

*Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix B.
Prepared by: Urban Crossroads, 2023*

Operational Emissions – Regional Significance Thresholds

Operational activities associated with the proposed Project would result in emissions of VOCs, NO_x, SO_x, CO, PM10, and PM2.5. As discussed in Section 2.8, *Tenant Use Options*, the proposed Project would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses. Accordingly, the air quality analysis analyzes each Tenant Use Option. The proposed industrial building would remain the same for each Tenant Use Option; however, because of the activities associated with each land use they would produce a varying number of vehicle trips and associated fuel use. The estimated operational-source emissions are summarized in Tables 4.4-14 through 4.4-20 for Tenant Use Options 1 through 7, respectively. Detailed operation model outputs for the proposed Project are provided in **Appendix B**.

Table 4.4-14: Summary of Peak Operational Emissions for Tenant Use Option 1 (2025), presents operational emissions for Tenant Use Option 1. Tenant Use Option 1 is Manufacturing. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 1.

Table 4.4-14: Summary of Peak Operational Emissions for Tenant Use Option 1 (2025)

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	4.84	19.20	50.10	0.24	15.00	4.05
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	12.78	20.96	67.80	0.24	15.10	4.15
<i>Existing</i>	7.91	2.00	5.26	0.02	1.12	0.38
Total Maximum Daily Emissions	4.87	18.96	62.54	0.22	13.98	3.77
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	4.87	18.20	54.7	0.24	15.00	4.04
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	14.99	20.07	85.60	0.24	15.12	4.16
<i>Existing</i>	10.12	2.07	19.06	0.02	1.14	0.40
Total Maximum Daily Emissions	4.87	18.00	66.54	0.22	13.98	3.76
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
 Prepared by: Urban Crossroads, 2023.

Table 4.4-15: Summary of Peak Operational Emissions for Tenant Use Option 2, presents operational emissions for Tenant Use Option 2. Tenant Use Option 2 is General Light Industrial. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 2.

Table 4.4-15: Summary of Peak Operational Emissions for Tenant Use Option 2

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	5.15	12.60	51.50	0.19	14.00	3.70
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	13.09	14.36	69.20	0.19	14.10	3.80
<i>Existing</i>	7.91	2.00	5.26	0.02	1.12	0.38
Total Maximum Daily Emissions	5.18	12.36	63.94	0.17	12.98	3.42
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Summer						
Mobile Source	5.18	11.90	56.60	0.19	14.00	3.70
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	15.3	13.77	87.5	0.19	14.12	3.82
<i>Existing</i>	<i>10.12</i>	<i>2.07</i>	<i>19.06</i>	<i>0.02</i>	<i>1.14</i>	<i>0.40</i>
Total Maximum Daily Emissions	5.18	11.7	68.44	0.17	12.98	3.42
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
Prepared by: Urban Crossroads, 2023.

Table 4.4-16: Summary of Peak Operational Emissions for Tenant Use Option 3, presents operational emissions for Tenant Use Option 3. Tenant Use Option 3 is Warehouse. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 3.

Table 4.4-16: Summary of Peak Operational Emissions for Tenant Use Option 3

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	1.61	22.70	20.60	0.21	9.16	2.62
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	9.55	24.46	38.3	0.21	9.26	2.72
<i>Existing</i>	<i>7.91</i>	<i>2.00</i>	<i>5.26</i>	<i>0.02</i>	<i>1.12</i>	<i>0.38</i>
Total Maximum Daily Emissions	1.64	22.46	33.04	0.19	8.14	2.34
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	1.63	21.70	21.80	0.21	9.16	2.62
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	11.75	23.57	52.70	0.21	9.28	2.74
<i>Existing</i>	<i>10.12</i>	<i>2.07</i>	<i>19.06</i>	<i>0.02</i>	<i>1.14</i>	<i>0.40</i>
Total Maximum Daily Emissions	1.63	21.5	33.64	0.19	8.14	2.34
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
Prepared by: Urban Crossroads, 2023.

Table 4.4-17: Summary of Peak Operational Emissions for Tenant Use Option 4, presents operational emissions for Tenant Use Option 4. Tenant Use Option 4 is High-Cube Fulfillment (Non-Sort). As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 4.

Table 4.4-17: Summary of Peak Operational Emissions for Tenant Use Option 4

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	1.83	9.51	19.50	0.11	6.26	1.71
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	9.77	11.27	37.20	0.11	6.36	1.81
<i>Existing</i>	<i>7.91</i>	<i>2.00</i>	<i>5.26</i>	<i>0.02</i>	<i>1.12</i>	<i>0.38</i>
Total Maximum Daily Emissions	1.86	9.27	31.94	0.09	5.24	1.43
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	1.84	9.06	21.20	0.11	6.26	1.71
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	11.96	10.93	52.10	0.11	6.38	1.83
<i>Existing</i>	<i>10.12</i>	<i>2.07</i>	<i>19.06</i>	<i>0.02</i>	<i>1.14</i>	<i>0.40</i>
Total Maximum Daily Emissions	1.84	8.86	33.04	0.09	5.24	1.43
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
 Prepared by: Urban Crossroads, 2023.

Table 4.4-18: Summary of Peak Operational Emissions for Tenant Use Option 5, presents operational emissions for Tenant Use Option 5. Tenant Use Option 5 is High-Cube Cold Storage and accounts for the use of TRUs and an emergency backup generator. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 5.

Table 4.4-18: Summary of Peak Operational Emissions for Tenant Use Option 5

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	2.10	25.10	26.10	0.24	11.30	3.22
Area Source	7.33	0	0	0	0	0
TRU Source	8.97	8.65	1.03	0	0.43	0.40
Stationary Sources	1.48	6.19	3.77	0.01	0.22	0.22
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Project Maximum Daily Emissions	20.00	40.32	47.34	0.25	11.98	3.87
<i>Existing</i>	7.91	2.00	5.26	0.02	1.12	0.38
Total Maximum Daily Emissions	12.09	38.32	42.08	0.23	10.86	3.49
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	2.12	24.00	27.60	0.24	11.30	3.22
Area Source	9.51	0.11	13.20	0	0.02	0.02
TRU Source	8.97	8.65	1.03	0	0.43	0.40
Stationary Sources	1.48	6.19	3.77	0.01	0.22	0.22
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	22.20	39.33	62.04	0.25	12.00	3.89
<i>Existing</i>	10.12	2.07	19.06	0.02	1.14	0.40
Total Maximum Daily Emissions	12.08	37.26	42.98	0.23	10.86	3.49
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B. Prepared by: Urban Crossroads, 2023.

Table 4.4-19: Summary of Peak Operational Emissions for Tenant Use Option 6, presents operational emissions for Tenant Use Option 6. Tenant Use Option 6 is 25 percent Manufacturing and 75 percent Warehouse. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 6.

Table 4.4-19: Summary of Peak Operational Emissions for Tenant Use Option 6

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	2.42	21.70	28.00	0.22	10.30	2.97
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	10.36	23.46	45.70	0.22	10.40	3.07
<i>Existing</i>	7.91	2.00	5.26	0.02	1.12	0.38
Total Maximum Daily Emissions	2.45	21.46	40.44	0.20	9.28	2.69
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	2.44	20.80	30.00	0.22	10.60	2.97
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	12.56	22.67	60.90	0.22	10.72	3.09

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
<i>Existing</i>	10.12	2.07	19.06	0.02	1.14	0.40
Total Maximum Daily Emissions	2.44	20.60	41.84	0.20	9.58	2.69
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
 Prepared by: Urban Crossroads, 2023.

Table 4.4-20: Summary of Peak Operational Emissions for Tenant Use Option 7, presents operational emissions for Tenant Use Option 7. Tenant Use Option 7 is 25 percent manufacturing and 75 percent High-Cube transload. As shown, none of the SCAQMD regional significance thresholds would be exceeded under Tenant Use Option 7.

Table 4.4-20: Summary of Peak Operational Emissions for Tenant Use Option 7

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Winter						
Mobile Source	2.27	11.70	24.10	0.13	7.72	2.11
Area Source	7.33	0	0	0	0	0
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	10.21	13.46	41.80	0.13	7.82	2.21
<i>Existing</i>	7.91	2.00	5.26	0.02	1.12	0.38
Total Maximum Daily Emissions	2.30	11.46	36.54	0.11	6.70	1.83
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Summer						
Mobile Source	2.29	11.10	26.20	0.14	7.72	2.11
Area Source	9.51	0.11	13.20	0	0.02	0.02
Stationary Sources	0.49	1.38	1.26	0	0.07	0.07
Cargo Handling Equipment	0.12	0.38	16.44	0	0.03	0.03
Project Maximum Daily Emissions	12.41	12.97	57.10	0.14	7.84	2.23
<i>Existing</i>	10.12	2.07	19.06	0.02	1.14	0.40
Total Maximum Daily Emissions	2.29	10.90	38.04	0.12	6.70	1.83
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod operational-source emissions for the Tenant Use Options scenarios are presented in Appendix B.
 Prepared by: Urban Crossroads, 2023.

As shown in Table 4.4-20, emissions from construction of the proposed Project would not exceed any of the SCAQMD regional significance thresholds. Similarly, as shown in Tables 4.4-14 through 4.4-20 evaluation of the seven Tenant Use Options indicate that proposed Project operations would not exceed SCAQMD regional emissions thresholds. Therefore, construction and operational emissions would not result in substantial air pollutant emissions. Impacts to air

quality associated with construction and operation of the proposed Project would be less than significant.

Threshold AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3: Less Than Significant Impact

Potential Impacts to Sensitive Receptors

The potential impact of Project-generated air pollutant emissions at local sensitive receptors were considered as part of the air quality analysis, as well as the potential for CO “hotspots,” and exposure to TACs. The following sections discuss each in kind.

Localized Construction Emissions

Table 4.4-21 peak Day Localized Significance Summary Peak Construction shows peak day localized emission during Project construction at the maximally exposed sensitive land use (Location R6). The maximally exposed sensitive land use (Location R6) is located approximately 101 feet west of the Project site. As shown, emissions during peak construction activity will not exceed the SCAQMD’s localized significance thresholds at the maximally exposed sensitive land use (Location R6). All other study area receptors would be exposed to a lesser concentration and consequently experience a lesser impact. Accordingly, localized impacts associated with construction of the proposed Project would be less than significant. Outputs from the model runs for construction LSTs are provided in **Appendix B**.

Table 4.4-21: Peak Day Localized Significance Summary During Construction

Peak Construction	CO		NO ₂	PM10	PM2.5
	1-Hour	8-Hour	Averaging Time		
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.18	0.09	6.03	4.41	1.04
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.68	3.79	0.16	4.41	1.04
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Exceeds Threshold?	NO	NO	NO	NO	NO
Highest concentration from the last three years of available data. Notes: PM ₁₀ and PM _{2.5} concentrations are expressed in µg/m ³ . All others are expressed in ppm. Prepared by: Urban Crossroads, 2023.					

Operational Emissions

Tables 4.4-22 through 4.4-28 show localized emissions for the seven Tenant Use Options at maximally exposed sensitive land use (Location R6). Outputs from the model runs for operational LSTs are provided in **Appendix B**.

Table 4.4-22: Peak Operations Summary – Localized Significance - Tenant Use Option 1, presents operational emissions for Tenant Use Option 1. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-22: Peak Operations Summary – Localized Significance - Tenant Use Option 1

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.74E-02	2.99E-02	1.07E-03	0.14	0.07
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.54	3.73	0.11	0.14	0.07
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-23: Peak Operations Summary – Localized Significance - Tenant Use Option 2, presents operational emissions for Tenant Use Option 2. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-23: Peak Operations Summary – Localized Significance - Tenant Use Option 2

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.74E-02	2.99E-02	1.07 E-02	0.14	0.07
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.54	3.73	0.11	0.14	0.07
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-24: Peak Operations Summary – Localized Significance - Tenant Use Option 3 is Warehouse. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-24: Peak Operations Summary – Localized Significance - Tenant Use Option 3

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.13E-02	2.50E-02	1.07E-02	0.08	0.06
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.53	3.73	0.11	0.08	0.06
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-25: Peak Operations Summary – Localized Significance - Tenant Use Option 4, presents operational emissions for Tenant Use Option 4. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-25: Peak Operations Summary – Localized Significance - Tenant Use Option 4

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.13E-02	2.50E-02	1.07 E-02	0.08	0.06
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.53	3.73	0.11	0.08	0.06
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-26: Peak Operations Summary – Localized Significance - Tenant Use Option 5, presents operational emissions for Tenant Use Option 5. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-26: Peak Operations Summary – Localized Significance - Tenant Use Option 5

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.62 E-02	2.64E-02	3.29E-03	0.20	0.17
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.55	3.73	0.13	0.20	0.17
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-27: Peak Operations Summary – Localized Significance - Tenant Use Option 6, presents operational emissions for Tenant Use Option 6. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-27: Peak Operations Summary – Localized Significance - Tenant Use Option 6

Peak Operation	CO		NO ₂	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.28E-02	2.63E-02	1.07E-03	0.09	0.06
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.53	3.73	0.11	0.09	0.06
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
Prepared by: Urban Crossroads, 2023.

Table 4.4-28: Peak Operations Summary – Localized Significance - Tenant Use Option 7, presents operational emissions for Tenant Use Option 7. As shown, none of the peak day localized emissions would exceed the SCAQMD significance thresholds.

Table 4.4-28: Peak Operations Summary – Localized Significance - Tenant Use Option 7

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	3.22E-02	2.58E-02	1.07E-03	0.08	0.06
Background Concentration ^a	4.5	3.7	0.098	n/a	
Total Concentration	4.53	3.73	0.11	0.08	0.06
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

^aHighest concentration from the last three years of available data.
 Notes: PM₁₀ and PM_{2.5} concentrations are expressed in µg/m³. All others are expressed in ppm.
 Prepared by: Urban Crossroads, 2023.

The air quality analysis indicates that the proposed Project’s construction and operational emissions of CO, NO_x, PM₁₀, and PM_{2.5} would not exceed SCAQMD’s applicable localized significance thresholds. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5} and any impact would be less than significant.

CO “Hotspot” Analysis

An adverse CO concentration, known as a “hotspot,” would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The air quality analysis indicates that the proposed Project would not result in potentially adverse CO concentrations or “hotspots.” More details on the CO “Hotspots” analysis are provided in **Appendix C**.

Toxic Air Contaminants

As previously discussed, a health risk assessment prepared for the proposed Project in accordance with SCAQMD’s *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. The health risk assessment evaluated potential impacts associated with exposure to TACs, including DPM as a result of heavy-duty diesel trucks accessing the Project site. The health risk assessment was prepared using CalEEMod and calculated DPM emissions for construction related activity for 270 total days of construction activity. This was based on the assumed mix of construction equipment and construction-related hauling activity used for the air quality analysis. Although it is not anticipated that large amounts of impacted soil would be removed from the Project site, the health risk assessment accounts for the remediation and removal of VOC impacted soil.

The operational analysis calculated vehicle DPM emissions using emission factors for PM₁₀. Tenant Use Option 1 is the Tenant Use Option with the greatest potential DPM emissions (and thus the greatest potential health risk impacts) was evaluated. Tenant Use Option 5 would result in the greatest number of daily truck trips and would also include the use of transport refrigeration units (TRUs) and an emergency backup generator. All other Tenant Use Options would result in lower potential health risk impacts than Tenant Use Option 5. More details on the health risk assessment are provided in **Appendix C**.

Construction HRA Impacts

Residential Exposure

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R6. At the maximally exposed sensitive land use (Location R6), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 3.38 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. The maximally exposed sensitive land use (Location R6) is the nearest receptor to the Project site and would experience the highest concentrations of DPM during Project construction due to meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the proposed Project would be exposed to fewer emissions and therefore less risk than the maximally exposed sensitive land use (Location R6). Accordingly, Project construction would not cause a significant human health or cancer risk to adjacent land uses.

Worker Exposure¹¹

The worker receptor with the greatest potential exposure to proposed Project construction and operational DPM emissions is Location R8, which is located approximately 21 feet south of the Project site. At Location R8, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is 0.25 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. All other worker receptors in the vicinity of the Project would be exposed to fewer emissions and therefore less risk. As such, Project construction would not cause a significant human health or cancer risk to nearby workers.

School Child Exposure

The nearest school is Harte Elementary School (Location R9), located approximately 1,002 feet southwest of the Project site. At Location R9, the maximum incremental cancer risk impact attributable to Project construction is calculated to be 0.02 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to proposed Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. All other school receptors would be exposed to lower concentrations of TACs and therefore less risk than the Location R9. Accordingly, the proposed Project construction would not cause a significant human health or cancer risk to nearby school children.

Operational Impacts

Residential Exposure

The maximally exposed sensitive land use (Location R6) would have the greatest potential exposure to Project operational-source DPM emissions. The maximum incremental cancer risk attributable to Project operational-source DPM emissions at the maximally exposed sensitive land use (Location R6) is estimated at 3.38 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At the same location, non-cancer risks were estimated to be 0.01, which would not exceed the applicable threshold of 1.0. Because all other modeled receptors

¹¹ SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

would experience lower concentrations of DPM, all other receptors in the vicinity of the Project would be exposed to fewer emissions and therefore less risk than the maximally exposed sensitive land use (Location R6). Accordingly, proposed Project operations would not cause a significant human health or cancer risk to adjacent land uses.

Worker Exposure¹²

The worker receptor land use with the greatest potential exposure to Project operational -source DPM emissions is Location R8. The maximum incremental cancer risk attributable to Project construction-source DPM emissions is 0.25 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Location R8 is the nearest worker receptor and would experience the highest concentrations of DPM. All other worker receptors in the vicinity of the Project would be exposed to fewer emissions and therefore, less risk. Accordingly, the Project will not cause a significant human health or cancer risk to nearby workers.

School Child Exposure:

The maximum incremental cancer risk at Location R9 attributable to project operations is calculated to be 0.02 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the proposed Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. All other school receptors would be exposed to lower concentrations of TACs and therefore exposed less risk. As such, the Project will not cause a significant human health or cancer risk to nearby school children.

Construction and Operational Impacts

The analysis indicates that SCAQMD localized significance thresholds would not be exceeded during either Project construction or Project operations. In addition, proposed Project traffic would not create or result in a CO "hotspot." Furthermore, while Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 or 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the Project is therefore not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Threshold AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4: Less Than Significant Impact

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)

¹² SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities of the proposed Project would be less than significant.

Cumulative Impacts

Potential cumulative impacts would occur if the proposed Project would result in significant impacts to air quality. Analysis of cumulative impacts is based on guidance provided by the SCAQMD,¹³ which provides that the same significance thresholds are generally employed for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. The only exception is differing significance thresholds for project-specific and cumulative impacts associated with TAC emissions. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

For purposes of the cumulative analysis, the geographic scope would be the SCAB. The cumulative impacts analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for projects specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Conversely, project-level construction and operational emissions that exceed SCAQMD thresholds would be considered cumulatively considerable. As discussed in Section 4.4.2, *Environmental Setting*, the SCAB is in nonattainment of the CAAQS

¹³ Goss, Tracy A and Kroeger, Amy. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. [Online] South Coast Air Quality Management District, 2003. <<http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impactsworking-group/cumulative-impacts-white-paper.pdf>>

for O₃ (both 1-hour and 8-hour standards), PM₁₀, and PM_{2.5}, and the NAAQS for O₃ (8-hour standard) and PM_{2.5}.

Cumulative Construction Impacts

As discussed in Section 4.4.3, *Impact Analysis*, construction of the proposed Project would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on both a Project-specific and cumulative basis.

Cumulative Operational Impacts

As discussed in Section 4.4.3, *Impact Analysis*, proposed Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project operational-source emissions would be considered less than significant on a Project-specific and cumulative basis.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Impacts related to air quality would be less than significant.

4.5 Biological Resources

This section evaluates the potential for the proposed Project to result in adverse impacts to biological resources. The analysis is based on a review of relevant regulations and a discussion of the thresholds used to determine whether the proposed project would result in significant impacts.

4.5.1 Regulatory Setting

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) (16 U.S.C. § 1531 *et seq.*) provides for the listing of endangered and threatened plant and animal species and the designation of critical habitat for these listed species. Section 09 of the FESA regulates the “taking” of any endangered fish or wildlife species. Section 7 of the FESA, requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) to ensure that their actions will not adversely impact listed species or modify designated critical habitat. Consultation results in the USFWS issuing a concurrence letter stating that a federal action would not harm a listed species or a biological opinion (BO) that identifies the limits of any “take” of a listed species due to the federal action. Section 7 of the FESA provides for permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species. Section 10 of the FESA applies to non-federal parties and private landowners and provides for issuance of incidental take permits in conjunction with the development of habitat conservation plans (HCPs).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA)(16 U.S.C. §703 *et seq.*) implemented treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 Code of Federal Regulations (CFR) Part 10.13. USFWS enforces the MBTA, which prohibits “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory bird, or attempt such actions, except as permitted by regulation.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA)(33 U.S.C. §§ 1251-1387), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR § 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015).

The USACE, with oversight from the U.S. Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit or Regional General Permit.

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), divisions of

the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide “certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards.” Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State

California Endangered Species Act

The California Endangered Species Act (CESA)(FGC, sections 2050 – 2089.25), in combination with the California Native Plant Protection Act of 1977 (NPPA)(FGC §1900 *et seq.*), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists species of special concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” The CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the California Fish and Game Commission (CFGF) as rare on or before January 1, 1985 is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the CFGF has published a notice of proposed regulation to add the species to either list.” Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the CFGF. Unlike the FESA, the CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating “no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.” Under CESA, “take” is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Exceptions authorized by the State to allow “take” require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. FGC Sections 1901 and 1913 provide that notification is required prior to disturbance. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed species are addressed through the issuance of a 2081 Permit (Memorandum of Understanding).

California Environmental Quality Act

The California Environmental Quality Act (CEQA)(Pub. Res. Code sections 21000–21189) was established in 1970 as California’s counterpart to the National Environmental Policy Act (NEPA) (42 USC § 4321 *et seq.*). This statute requires State and local agencies to identify significant environmental impacts related to their actions and to avoid or mitigate those impacts, where feasible.

A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity subject to discretionary approval from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

California Fish and Game Code sections 1600-1602

Pursuant to Section 1602 of the FGC, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake.” The CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to an applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by the CDFW and an applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

In California, fish, wildlife, and native plant resources are protected and managed by the CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the CFGC address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the FGC.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act (Water Code, Division 7) provides for statewide coordination of water quality regulations. The State Water Resources Control Board (SWRCB) was established as the statewide authority and nine separate regional water quality control boards (RWQCBs) were developed to oversee water quality on a day-to-day basis. The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the State is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if section 404 of the CWA is not required for the activity. “Waste”

is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Local

City of Long Beach General Plan

The Conservation Element includes policies, standards, and programs to promote the economic and environmental well-being of the City's natural resources. The following goals and policies are applicable to the proposed Project:

Goals for Management of Vegetation

- **Goal 3:** to locate, define, and protect other beneficial natural habitats in and about the City.

Wildlife Management Goals

- **Goal 1:** To promote measures and plans which protect and preserve distinctive types of wildlife including mammals, birds, and marine organisms and especially endangered species.

4.5.2 Environmental Setting

Regional Setting

The city of Long Beach is located in the Los Angeles River Basin which is a part of the coastal plain. The geographic distribution of wildlife is indicated by the existence of various kinds of vegetation; these indicators are called "life zones." Long Beach is part of the Lower Sonoran Life Zone, which extends from sea level to a 1,000 feet elevation.¹ Native vegetation in this habitat can include arrowweed, paloverde, yucca, sycamore, cottonwood, valley oak, and many introduced species such as birch, eucalyptus, palms, and pines which thrive in the moderate climate of Southern California.

The majority of land within the City boundary has been urbanized and now supports buildings of various heights and sizes, roadways and other impervious surfaces, levees, channelized streams and rivers, oil and landfill operations, areas of turf, and ornamental landscaping. The limited remaining natural and man-made habitats that support wildlife in Long Beach, include riparian habitats, ponds, and lakes, channelized freshwater streams and rivers, freshwater marshes, salt marshes and estuaries, tidal mudflats, sandy and rocky coastal areas, open space, the open sea, and the El Dorado Preserve and Nature Center. These different types of habitats support various kinds of vegetation and animal species.²

Existing Conditions

The Project site consists of 14.16 acres of developed land, which includes a single-story office building and seven single-story industrial buildings, surface parking, and landscaping. Landscaping is limited to the building frontage along Cherry Avenue and includes a total of grass,

¹ City of Long Beach, *Long Beach General Plan, Conservation Element*, 1973, <<https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element>> (Accessed January 4, 2024).

² City of Long Beach, 1973. *Long Beach General Plan Program Conservation Element*, <<https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element>>, (accessed November 10, 2023).

shrubs, and a total of 29 trees. The tree species onsite include eucalyptus, (*Eucalyptus* sp.), weeping fig (*ficus benjamina*), Australian willow (*Geijera parviflora*), Cajeput tree (*Melaleuca quinquenervia*), California sycamore (*Platanus racemosa*), queen palm (*Syagrus romanzoffiana*), and California date palm (*Washingtonia filifera*). No protected plant species have been identified on-site.

The USFWS’ Information for Planning and Consultation (IpaC) tool was used to identify federally listed species with the potential to occur within the Project area. These species are shown in **Table 4.5-1, Federally Listed Species**. Three listed animal species, the Pacific Pocket Mouse (*Perognathus longimembris pacificus*), the California Least Tern (*Sterna antillarum browni*), and Southwestern Pond Turtle (*Actinemys pallida*), and one candidate species, Monarch Butterfly (*Danaus plexippus*), were identified as having potential to occur in the proposed Project area. No critical habitat was identified on the Project site.

Table 4.5-1 - Federally Listed Species

Common Name	Scientific Name	Species Type	Federal Status
Pacific Pocket Mouse	<i>Perognathus longimembris pacificus</i>	Mammal	Endangered
California Least Tern	<i>Sterna antillarum browni</i>	Bird	Endangered
Southwestern Pond Turtle	<i>Actinemys pallida</i>	Reptile	Proposed Threatened
Monarch Butterfly	<i>Danaus plexippus</i>	Insect	Candidate

Source: U.S. Fish and Wildlife Service, Information for Planning and Consultation (IpaC)
 <<https://ipac.ecosphere.fws.gov/location/6GPIN3RXOJC3NADX2OUZQBG5ZA/resources>>.

The California Natural Diversity Database was queried to identify State listed species known to occur in the Long Beach quadrangle. These species are shown in **Table 4.5-2, State Listed Species**. A total of nine State listed species have potential to occur in the proposed Project area, including Western Yellow-Billed Cuckoo (*Coccyzus americanus occidentalis*), Bank Swallow (*Riparia riparia*), California Least Tern (*Sternula antillarum browni*), Beldings Savannah Sparrow (*Passerculus sandwichensis beldingi*), Steelhead Trout (*Oncorhynchus mykiss irideus* pop. 10), Crotch Bumble Bee (*Bombus crotchii*), Lyons Pentachaeta (*Pentachaeta lyonii*), Salt Marsh Birds-Beak (*Chloropyron maritimum* ssp. *Maritimum*), and California Orcutt Grass (*Orcuttia californica*).

Table 4.5-2 - State Listed Species

Common Name	Scientific Name	Species Type	State Status
Western Yellow-Billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	Bird	Endangered
Bank Swallow	<i>Riparia riparia</i>	Bird	Threatened
California Least Tern	<i>Sternula antillarum browni</i>	Bird	Endangered
Beldings Savannah Sparrow	<i>Passerculus sandwichensis beldingi</i>	Bird	Endangered
Steelhead - Southern California DPS	<i>Oncorhynchus mykiss irideus</i> pop. 10	Fish	Candidate Endangered
Crotch Bumble Bee	<i>Bombus crotchii</i>	Insect	Candidate Endangered
Lyons Pentachaeta	<i>Pentachaeta lyonii</i>	Plant	Endangered
Salt Marsh Birds-Beak	<i>Chloropyron maritimum</i> ssp. <i>Maritimum</i>	Plant	Endangered
California Orcutt Grass	<i>Orcuttia californica</i>	Plant	Endangered

Source: CNNDDB QuickView. <<https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv>> (accessed November 9, 2023).

No drainages, riparian habitat, or aquatic features are located on the Project site. According to the USFWS National Wetlands Inventory Mapper, there are no jurisdictional waters onsite. The nearest wetland is the concrete, channelized Los Angeles River and adjacent freshwater

forested/shrub wetland habitat located approximately 1.5 miles west of the Project site. The National Wetlands Inventory classifies the Los Angeles River as a riverine habitat partially skirted by Freshwater Emergent Wetlands. There are no adopted habitat conservation plans or natural community conservation plans in the City.^{3,4}

A biological resources survey and habitat assessment was completed for the proposed Project by Noreas (see **Appendix D, Biological Resources Assessment**). The biological resources survey evaluated the potential for occurrence of common and special-status species and their habitats on the Project site and an approximately 500-foot buffer around the project site (study area). The survey characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed in the study area during the survey. Furthermore, the survey characterized the project site as an anthropogenic biome, deeply influenced and shaped by extensive human activities where sensitive biological resources, special-status species, or similar ecological concerns are notably absent.

4.5.3 Impact Analysis

Methodology

The USFWS' IpaC tool and the CDFW CNDDDB were used to identify species and critical habitat with potential to occur on the Project site. The USFWS National Wetlands Inventory Mapper was employed to identify potential wetlands habitats on the project site. A biological resources survey was completed for the project site to determine the presence of federal and State-listed species, designated habitat, and wetlands and waterways. The potential for these species to be affected by the proposed Project was evaluated qualitatively.

Thresholds of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of a project would be considered significant if it would meet one of the following criteria.

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

³ Data Basin, 2015. *Habitat Conservation Plan (HCP), California*, <<https://databasin.org/maps/new/#datasets=c116dd0d32df408cb44ece185d98731c>>, (accessed November 8, 2023).

⁴ CDFW, 2023. *NCCP Plan Summaries*, <<https://wildlife.ca.gov/conservation/planning/nccp/plans>>, (accessed November 8, 2023).

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Project Impacts

Threshold BIO-1: 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?

Impact BIO-1: Less Than Significant Impact.

The Project site consists of approximately 14.16 acres of developed land. Table 4.5-1, *Federally Listed Species*, and Table 4.5-2, *State Listed Species*, identifies species that have potential to occur in the Project area. However, the Project site is either out of range for these species or due to its highly disturbed nature, would not provide suitable habitat. Accordingly, it is unlikely that candidate, sensitive, or special-status species would occur on-site. In addition to being highly disturbed the Project site is not located within any identified critical habitat.

As shown in Table 4.5-1, *Federally Listed Species*, two listed and one candidate species were identified as having potential to occur in the environs of the Project site. The proposed Project site is located outside the range for the two federally listed species, Pacific Pocket Mouse (*Perognathus longimembris pacificus*) and California Least Tern (*antillarum browni*). In addition, while within the range of the Monarch Butterfly, the proposed Project site is highly disturbed and largely devoid of vegetation that would support Monarch Butterfly. As shown in Table 4.5-2, *State Listed Species*, there are nine State species of special concern with potential for occurrence in the Long Beach quadrangle. The potential for finding any of these species in the vicinity of the Project site is very low.

The biological resource survey completed for the proposed project confirmed that no federal or State-listed species or designated critical habitat were found on the Project site (see **Appendix D**). The Project site is highly disturbed and located in a highly urbanized area. It does not provide suitable habitat to support these species. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Threshold BIO-2: 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?

Impact BIO-2: Less than Significant Impact.

The Project site is highly disturbed and located in a highly urbanized area. There are no wetlands or riparian habitats found on or near the proposed Project site. The biological resources survey completed for the proposed Project confirmed that there are no wetlands or riparian habitats found on the Project site (see **Appendix D**). The nearest wetlands (riverine and freshwater emergent wetlands) are found at the Los Angeles River, approximately 1.5 miles west of the Project site. Project construction would be limited to the proposed Project site and would not affect the

concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City's stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Threshold BIO-3: 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?

Impact BIO-3: No Impact.

The proposed Project would not impact riparian areas, vernal pools or other jurisdictional aquatic resources because these features do not occur on or near the Project site.⁵ Therefore, no impacts would occur.

Threshold BIO-4: 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?

Impact BIO-4: No Impact.

The proposed Project site is in a highly urbanized environment, surrounded by other industrial and commercial development. Cherry Avenue is a major thoroughfare that borders the proposed Project site to the west. Accordingly, the proposed Project site is not part of a wildlife movement corridor, nor does it serve as a wildlife nursery site, and there would be no impact.

Threshold BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact BIO-5: Less Than Significant Impact.

The Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs, and 29 mature trees. This landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject to the City's regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Threshold BIO-6: 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?

Impact BIO-6: No Impact.

The proposed Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Accordingly, there would be no impact.

⁵ USFWS. (2023). National Wetlands Inventory. <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>> (accessed November 2023).

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Biological Resources. For purposes of this analysis, the geographic scope would be the community of North Long Beach where the proposed Project and cumulative project are situated.

As discussed in Section 4.4.3, *Impact Analysis*, the proposed Project would have no impact on State or federally protected wetlands, it would have no impact on 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. In addition, as the proposed Project is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, there would be no impact to these plans.

Federal and State listed species have been identified as having potential to occur in the Project area; however, due to the highly disturbed and urbanized nature of the project site, these resources are unlikely to occur, and as determined by the surveys completed of the Project site, are notably absent. The impact would be less than significant. Furthermore, there are no wetlands or riparian habitats found on or near the proposed Project site. While the Project would contribute storm water to the City's storm drain system which eventually drains to the Los Angeles River, the impact would be less than significant. Finally, while existing trees and ornamental landscaping would be removed from the Project site and replaced under the proposed Project, the City has no tree preservation or other biologically protective ordinances. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

Construction

Similar to the proposed Project, the cumulative projects are located in a disturbed and highly urbanized area of Long Beach. As with the proposed Project, construction of the cumulative projects would be required to be consistent with applicable federal, State, and local regulations concerning biological resources. Furthermore, it is anticipated that in the event of any potential construction impacts associated with the cumulative projects, appropriate mitigation measures would be identified to reduce those impacts to less than significance. Accordingly, the less than significant impacts associated with the proposed Project are not anticipated to combine with any impacts associated with the cumulative projects to substantially affect biological resources. Cumulative impacts associated with construction would be less than significant.

Operations

Due to the highly disturbed and urbanized environment in which the proposed Project and cumulative projects are located, operations are not expected to significantly impact biological resources. Operational conditions for the proposed Project and cumulative projects are expected to be not dissimilar from existing conditions. Accordingly, cumulative impacts to biological resources associated with the proposed Project and cumulative projects would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to recreation would be less than significant.

4.6 Cultural Resources

This section evaluates potential impacts to cultural resources, including historical and archaeological resources, as well as the inadvertent discovery of human remains, that could result from implementation of the proposed Project. This section is derived from information provided in **Appendix E, *Historic Resources Analysis Report 5900 Cherry Avenue Long Beach, CA 90805***¹ and **Appendix F, *Archaeological Resources Assessment for the 5910 Cherry Avenue Project***.

4.6.1 Regulatory Setting

Federal

National Historic Preservation Act and National Register of Historic Places

The National Historic Preservation Act of 1966 (NHPA)(16 U.S.C. ch. 1A, subch. II; § 470), established the National Register of Historic Places (National Register) as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment.”² The National Register recognizes a broad range of cultural resources that are significant at the national, State, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. A resource that is listed in or eligible for listing in the National Register is considered “historic property” under Section 106 of the NHPA. Section 106 of the NHPA also requires federal agencies to consult with State Historic Preservation Officers (SHPOs) and Tribal Historic Preservation Officers (THPOs) if their projects have the potential to affect a historic resource eligible for or listed on the National Register. The National Register identifies more than 98,000 properties as possessing exceptional national significance in American history and culture.³

Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 of the Code of Federal Regulations (CFR), part 60, section 60.4(g). The resource must also be significant in American history, architecture, archaeology, engineering, or culture. The following four criteria for evaluation of eligibility for listing have been established to determine the significance of a resource. A property is eligible for listing if:

- A. It is associated with events that have made a significant contribution to the broad patterns of our history;
- B. It is associated with the lives of persons significant in our past;
- C. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
or

¹ The site address was changed by the Project Applicant from 5900 Cherry Avenue to 5910 Cherry Avenue.

² 36 Code of Federal Regulations (CFR) § 60.

³ United States Department of the Interior (DOI), National Park Service (NPS), *What is the National Register of Historic Places?* <<https://www.nps.gov/subjects/nationalregister/what-is-the-national-register.htm>> (Accessed January 19, 2024).

D. It has yielded, or may be likely to yield, information important in prehistory or history.⁴

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear.”⁵ A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as “the ability of a property to convey its significance.”⁶ The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. In general, the National Register has a higher integrity threshold than State or local registers.

Criteria Considerations

Certain types of properties, including religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the seven categories of Criteria Considerations A through G, in addition to meeting at least one of the four significance criteria and possess integrity, as defined above.⁷ Criteria Consideration G is intended to prevent the listing of properties for which insufficient time may have passed to allow the proper evaluation of their historical importance.⁸ The full list of Criteria Considerations is provided below:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his or her productive life; or
- D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

⁴ U.S. DOI, NPS, National Register Bulletin #15: *How to Apply the National Register Criteria for Evaluation*, 1997, page 8. <https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf> (Accessed January 19, 2024).

⁵ *Id.*, at pp. 7 and 8.

⁶ *Id.*, at p. 44.

⁷ *Id.*, at p. 25.

⁸ *Id.*, at p. 41.

- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

Secretary of the Interior's Standards

The National Park Service (NPS) issued the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards) with accompanying guidelines for four types of treatments for historic resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most applicable guidelines should be used when evaluating a project for compliance with the Secretary's Standards. Although none of the four treatments, as a whole, apply specifically to new construction in the vicinity of historic resources, Standards #9 and #10 of the Secretary's Standards provides relevant guidance for such projects. The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.⁹

It is important to note that the Secretary's Standards are not intended to be prescriptive but, instead, provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, and it is not necessary for a project to comply with every Standard to achieve compliance.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA)(25 U.S.C. ch. 32 § 3001 *et seq.*) provides for the protection of Native American human remains and funerary and cultural objects and requires federal agencies to return Native American cultural items to the appropriate Federally recognized Indian tribes or Native Hawaiian groups with which they are associated.¹⁰

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (ARPA)(16 U.S.C. §§ 470aa - 470mm) governs the excavation, removal, and disposition of archaeological sites and collections on federal and Native American lands. The ARPA defines archaeological resources as any material remains of human life or activities that are at least 100 years of age, and which are of archeological interest. The ARPA makes it illegal for anyone to excavate, remove, sell, purchase, exchange, or transport an archaeological resource from federal or Native American lands without a proper permit.¹¹

Archeological and Historic Preservation Act of 1974

The Archeological and Historic Preservation Act of 1974 (AHPA)(54 U.S.C. §§ 312501-312508) requires agencies to report any perceived project impacts on archaeological, historical, and scientific data and requires them to recover such data or assist the Secretary of the Interior in recovering the data.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA)(Pub. Res. Code § 21000 *et seq.*) is the principal statute governing environmental review of projects occurring in the State. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

⁹ United States Department of the Interior, National Park Service, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, 2017.

¹⁰ United States Department of the Interior, National Park Service, Native American Graves Protection And Repatriation Act, 1990.

¹¹ United States Department of the Interior, National Park Service, Technical Brief # 20: Archeological Damage Assessment: Legal Basis and Methods, 2007.

CEQA Guidelines Section 15064.5 defines a “historic resource” as including the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses

high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of PRC Section 21083 if it meets the criteria of a unique archaeological resource. As defined in PRC Section 21083.2, a unique archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place.¹² If preservation in place is not feasible, mitigation measures shall be required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.¹³

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.”¹⁴ According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary’s Standards is considered to have impacts that are less than significant.¹⁵

California Register of Historical Resources

The California Register of Historical Resources (California Register)(Pub. Res. Code § 5024.1) is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”¹⁶ The California Register was established in 1993, and its regulations became effective on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria.¹⁷ Certain resources are determined to be automatically included in the California Register, including California properties formally determined eligible for, or listed in the National Register.

¹² California Public Resources Code Section 21083.1(a).

¹³ State CEQA Statute and Guidelines, Section 15064.5(c)(4).

¹⁴ State CEQA Guidelines, Section 15064.5(b)(1).

¹⁵ State CEQA Guidelines, 15064.5(b)(3).

¹⁶ California Public Resources Code, Section 5024.1[a].

¹⁷ California Public Resources Code, Section 5024.1[b].

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register. Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code

California Health and Safety Code Sections 7050.5, 7051, and 7054 address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), and the disposition of Native American burials in archaeological sites. These regulations protect such remains from disturbance, vandalism, or inadvertent destruction, and establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code

Public Resources Code Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities consider the possibility of multiple burials. Section 5097.98 further requires the Native American Heritage Commission (NAHC), upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Local

City of Long Beach General Plan Historic Preservation Element

The City of Long Beach General Plan includes a Historic Preservation Element. Adopted in June 2010, the Historic Preservation Element establishes goals, policies, and implementation measures that address the issues of and maintain the City's existing historic preservation program; protect existing historic resources; maintain and expand the City's inventory of historic resources; increase public awareness of the City's history and historic, cultural, and archaeological resources; and integrate historic preservation policies into the City's development and strategies. Applicable goals and policies include:

GOAL 2: Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.

Policies:

- **P.2.1** The City shall discourage the demolition and inappropriate alteration of historic buildings.
- **P.2.2** The City shall encourage and allow for adaptive reuse of historic buildings.

City of Long Beach Municipal Code

The City's Municipal Code includes the following provisions that directly reference historic preservation:

Cultural Heritage Ordinance

Adopted in 2015, the City's Cultural Heritage Ordinance (Long Beach Municipal Code Chapter 2.63) establishes the Cultural Heritage Commission and authorized it to recommend the nomination of local landmarks and landmark districts to the City Council. The Council may designate local landmarks and historic districts by the procedures outlined in the ordinance. An eligible property may be nominated and designated as a landmark if it retains integrity and manifests one (1) or more of the following criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of the City's history.
- B. It is associated with the lives of persons significant in the City's past.
- C. It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master, or it possesses high artistic values.
- D. It has yielded, or may be likely to yield, information important in prehistory or history.

A group of properties qualify for designation as a Landmark District if it retains integrity as a whole and meets the following criteria:

- A. The grouping represents a significant and distinguishable entity that is significant within a historic context.
- B. A minimum of sixty percent (60%) of the properties within the boundaries of the proposed Landmark District qualify as a contributing property.

Historical Landmarks

The City's designated historical landmarks are listed in Title 16 Chapter 16.52 (Public Facilities and Historic Landmarks) of the Municipal Code. Section 16.52 was created in 1979 with the last amendment in 2007 and does not reflect the current list of designated Historical Landmarks in the City.

4.6.2 Environmental Setting

A historical resources analysis report for the Project site was completed in December 2023 by Urbana Preservation & Planning, LLC (Urbana), and is included as **Appendix E**. The historic resources analysis report was prepared to determine whether any of the existing buildings and structures on the Project site qualify as historical resources pursuant to CEQA. The following sections include a summary of description of the environmental setting as provided in **Appendix E**.

Existing Conditions

As discussed in Chapter 2, *Project Description*, the proposed Project site is in the northern portion of the city of Long Beach (City) located at 5910 Cherry Avenue, approximately 650 feet north of the intersection of Cherry Avenue and South Street. Long Beach lies within southeast Los Angeles County and is approximately 20 miles south of downtown Los Angeles. The City borders the Pacific Ocean to the south; the cities of Carson and Los Angeles to the west; the cities of Compton, Paramount, and Bellflower to the north; and the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The Los Angeles River is approximately 1.7 miles east of the site.

The Project site is currently developed with eight single-story buildings, ranging from 2,400 to 33,100 SF, on the northern and western portions of the Project site. The buildings were used for a variety of uses, including office uses, a laboratory building, garage, computer building, a building/assembly center, an electrical shop, and storage. The Project site is bounded by Cherry Avenue to the west and Union Pacific rail lines to the east. The southern boundary of the Project site is parallel to East 59th street and the northern boundary is located halfway between East 60th Street and East Hungerford Street. Existing industrial development is located to the north and east of the Project site, which include approximately 30 petroleum storage tanks of various sizes.

Commercial development is located to the south and west of the Project site with areas of residential development located just beyond the commercial development to the west.

Natural Setting

The majority of land within Long Beach has been urbanized and now supports buildings of various heights and sizes, roadways and other impervious surfaces, levees, channelized streams and rivers, oil and landfill operations, areas of turf, and ornamental landscaping. Natural areas in Long Beach are limited to park and coastal areas and include areas of riparian vegetation along the Los Angeles River, ponds and lakes, freshwater marshes, salt marshes and estuaries, tidal mudflats, sandy and rocky coastal areas, open space, the open sea, and the El Dorado Preserve and Nature Center. These different types of habitats support various kinds of vegetation and animal species.

Prehistoric Setting

The Long Beach region was originally occupied by the Gabrieleño Native Americans. The group occupied much of the basin and coastline that would become Los Angeles and Orange counties. The Gabrielino were named after the Mission San Gabriel and were one of the largest Native American groups in Southern California. Early Spanish accounts indicate that the Gabrieleño lived in permanent villages with a population ranging from 50 to 200 individuals, and that in 1770 the local Gabrielino population within the Los Angeles Basin exceeded 5,000 people.¹⁸

Historical Setting

Spanish and Mexican Periods

The area that would later become Long Beach was first settled by Europeans in the late 18th century, with the arrival of Spanish explorers and missionaries. Mission San Gabriel Arcángel, located approximately 20 miles north of the Project site, was awarded jurisdiction over much of the region in which Long Beach is located.

During the Spanish and subsequent Mexican periods, land ownership was determined by a series of land grants. Often land grants were given to former soldiers or others associated with the government. In 1784, the Spanish governor of California, Pedro Fages, granted 300,000 acres to Manuel Nieto, a Spanish soldier, as a reward for his military service. The land grant was known as Los Coyotes and was reduced in size to 167,000 acres in 1790. Nieto raised cattle, sheep, and horses on the land and built an adobe home on a hilltop near what is now known as Anaheim Road.¹⁹

In 1804, Nieto passed away with the property passing to his heirs. The land was divided into five smaller ranchos, including Rancho Los Alamitos and Rancho Los Cerritos. These two ranchos encompassed the majority of what now comprises the city of Long Beach, with a portion of the 28,500 acres Rancho Los Alamitos on the east and a portion of the 27,000-acre Rancho Los Cerritos on the west. Alamitos Avenue marks the dividing line between the two former ranchos.²⁰

Rancho Los Alamitos was purchased by Governor Jose Figueroa in 1834. In 1842, Don Abel Stearns, a prominent American-born rancher from New England purchased the land, and began improving the original adobe home for use as his summer home. Stearns raised cattle on the

¹⁸ Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement* (City of Long Beach Department of Development Services, 2009), 30-32.

¹⁹ *Id.*, at p. 32.

²⁰ *Id.*

ranch, but the property was lost to San Francisco mortgage holder Michael Resse in 1866, following a severe drought.²¹

Rancho Los Cerritos passed to Nieto's daughter Manuela Cota and her husband, Guillermo Cota. The couple built at least two adobes on the land, and raised cattle and grew crops on the property. Following Manuela's death in 1843, her children sold Rancho Los Cerritos to John Temple, a Massachusetts-born entrepreneur with real estate and ranch investments in Los Angeles. Temple was married to Nieto's granddaughter, which granted him Mexican citizenship. Temple used the land to raise cattle and sheep, while maintaining a lucrative business shipping hides abroad through San Pedro harbor. In 1844, Temple constructed a two-story Monterey style adobe house on the property. At the peak of production, the ranch possessed 15,000 head of cattle, 7,000 sheep, and 3,000 horses.²²

American Period

California became a territory of the United States in 1848 and a state in 1850. The California Gold Rush kicked off in the 1840s. Both events accelerated migration to the state. The Gold Rush gave a boost to the Southern California cattle industry as beef was supplied to the new mining population. Both Stearns and Temple benefited from this new arrangement, however, both suffered due to the severe droughts of the 1860s and subsequent economic decline of the 1870s.²³ In 1866, Temple sold Rancho Los Cerritos to brothers Thomas and Benjamin Flint, and their cousin Lewellyn Bixby (Flint, Bixby & Co.). The trio had originally come to California in the 1840s to seek their fortune in the gold rush. After taking over the rancho, they raised approximately 30,000 sheep. Bixby's brother Jotham (John) Bixby would eventually buy into the property and form his own company. By the late 1870s, both Rancho Los Alamitos and Rancho Los Cerritos were under control of the Bixby family. Both properties continued to operate as ranches into the early 20th century, operating as dairy farms, and growing beans, barley, and alfalfa. By the 1870s, portions of land from both ranchos were being sold. In 1879, Jotham Bixby began selling lots along the Los Angeles River, in an area that is now west Long Beach. This early settlement was known as the Cerritos Colony, and consisted of farms, homes, and the area's first schoolhouse, Cerritos School.²⁴

A second area of development in the nineteenth century was the American Colony. Developed by William Erwin Willmore and centered on a townsite called Willmore City, this was the first to focus on the beach and seaside amenities. Early plans did not succeed, and the American Colony and Willmore City were reorganized as the Long Beach Land and Water Company in 1884. The completion of a railroad line by the Atchison, Topeka, and Santa Fe Railroad spurred growth in Southern California generally and Long Beach specifically during the late 1880s. Long Beach was incorporated in 1888. Following a brief downturn by the economic crisis of 1893, by 1900 Long Beach was a small and popular beach resort.²⁵ From 1902 when the Pavilion and Bath House were completed to 1921 when oil was discovered at Signal Hill, Long Beach developed into a prosperous community and a popular destination for visitors. Interurban streetcars, such as Henry Huntington's Red Cars and the Pacific Electric line, connected Long Beach to the broader Southern California community. The arrival of the of the San Pedro, Los Angeles, and Salt Lake Railroad in 1904 brought seasonal visitors and permanent residents from points further east. In 1911, the Port of Long Beach opened and brought new economic ventures beyond tourism. Port

²¹ *Id.* at p.33.

²² *Id.*

²³ *Id.*

²⁴ *Id.* at p. 34.

²⁵ *Id.* at pp. 36-37.

construction was timely with the advent of World War One and the completion of the Panama Canal. These commercial ventures were supported by agriculture in the surrounding area outside the city and a growing mix of urban and suburban residences. At the start of the “Roaring Twenties” Long Beach was a pleasant town ready for continued growth.²⁶

The discovery of oil at Signal Hill in 1921 changed the trajectory of growth in Long Beach. The population more than doubled from 55,000 in 1920 to 135,000 in 1925 as workers flocked to the oil fields. Property owners and investors became millionaires in a short time. This money was spent on homes and high-rise apartments. The development of the Port of Long Beach was a key to exporting oil resources. The City possessed oil fields of its own and invested heavily in port and harbor construction. By the end of the 1930s harbor and oil revenues were able to finance continued harbor expansion without additional taxpayer funds.²⁷ While the depression decade of the 1930s curtailed demand for oil and resulted in less revenue for investors and the City, these setbacks were not permanent. Even the added damage of a severe earthquake in 1933 and a disastrous oil field fire the same year did not curtail the expansion of the oil industry. In 1936 oil was struck at the Wilmington Oil Field near Long Beach Harbor which further assisted revenues and development. Long Beach, with its port and oil industry, greatly assisted in the war effort during World War II.²⁸

In the post-WWII era, the oil industry in Long Beach experienced highs and lows. On the positive side, in 1949 city voters authorized the expenditure of \$1 million in oil revenues to purchase lands along Bellflower Boulevard for a permanent California State University campus at Long Beach. On the negative side, subsidence caused by the pumping of oil resulted in damage to properties in a path from the Wilmington Oil Field across Long Beach and to Signal Hill. The subsidence area eventually covered more than 20 square miles. The damage was extensive.²⁹

Project-Site Specific History

In 1928, Richfield Oil acquired the Project site property and surrounding areas and installed a tank farm on the property north of the Project site in 1929. The remainder of the property remained vacant until 1953 when Richfield constructed the existing office building and ancillary structures. The property was conveniently located west of Richfield’s Long Beach refinery and included the Richfield Oil Office Building, constructed in the International Style, and nine ancillary structures: the laboratory building, garage, pump shop/fitness center, change building/computer building/assembly center, storehouse/shipping and receiving, electrical shop, store rack, wash rack, and carport. Richfield Oil constructed the existing office building to serve primarily as the offices for supervisory personnel for Richfield’s Los Angeles Basin, Harbor, and Coast production districts and the company’s exploration department. The existing office building served as headquarters for Richfield Oil’s exploration operations in the Los Angeles and offshore areas and for pipeline department personnel in charge of Richfield’s southern division crude oil and product lines.³⁰ More information on the history of the Richfield Oil Company is provided in **Appendix E**.

Kenneth Smith Wing was the architect for the Richfield Oil Long Beach office building at 5900 Cherry Avenue (Project site). Wing was a well-known architect based in Long Beach credited for the designs of many Long Beach civic/public and privately owned buildings including the Long Beach City Hall and Arena and many private homes throughout the city. His 1986 obituary in the

²⁶ *Id.* at pp. 38-44.

²⁷ *Id.* at p. 46.

²⁸ *Id.* at p. 48.

²⁹ *Id.* at p. 50.

³⁰ “Richfield Refinery Here Termed Most Modern Plant in the West,” Long Beach Press Telegram, January 9, 1955.

Long Beach Press-Telegram called him a prominent architect and civic leader. Four commissions designed by Wing are designated as Long Beach Landmarks. In 2006, Wing was described as “one of the most influential Long Beach architects” in a cultural resources report prepared for his final office in the Artaban Garage at 40 Atlantic Avenue. Mr. Wing was the first architect in Long Beach to be appointed as a Fellow of the American Institute of Architects and the first graduate of the University of Southern California (USC) School of Architecture to be so honored.³¹ More information on Kenneth Wing’s life and career is provided in **Appendix E**.

The original 1953 permit for the construction of the subject property called for the construction of a single-story, 65,382 square foot metal frame office building with plaster exterior walls and a composition roof. The permit lists P.J. Walker III as the contractor and Kenneth S. Wing as the architect. The proposed building was rendered as a modern office complex with an International Style aesthetic featuring a central courtyard for light, ventilation, and interior views to and from the four corridors / wings that radiated out from the courtyard. The office building was intended for a clean and modern landscape plan with a tree in the central courtyard, manicured lawns that wrapped around the public-facing elevations offering a professional frontage for Richfield. Subsequent to the office/lab building, the company obtained a separate permit for the construction of the six ancillary buildings on the Cherry Avenue property to be sited behind the office building. Walker and Wing served as the contractor and architect for the rear buildings although they were more utilitarian in nature with less emphasis on design.

The property included gasoline storage and distribution by Richfield between circa 1954 and 1977. In 1978 the property was acquired by Four Corners Pipeline Company, which operated there until 1987. During this time, the property was used to store heavy hydrocarbon-based products and to ship crude oil, fuel oil, diesel, gas oil, and jet fuel. In 1987, the property was acquired by Arco Terminal Services, which operated there until 1998. In 1998, Arco contributed the West Hynes Terminal to the Pacific Pipeline System LLC. At this time, Pacific Pipeline, a subsidiary of Plains All American, acquired the subject property. In 2001, Arco sold off its interest in the Pacific Pipeline System, LLC, resulting in the Pacific Pipeline System Holding Company having 100% interest in the property. Pacific Pipeline was the most recent occupant of the property, owning it until 2022; Plains All American Pipeline continues to operate the property north of the project site. The existing building on the Project site is currently vacant and in a general state of disrepair with remnant office materials left behind when the last occupant vacated the property.

There have been numerous alterations to the existing office building and ancillary structures over time. Among these alterations were an addition parallel to Cherry Avenue, enclosure/removal of the central courtyard and breezeway, installation of surface mounted heating, ventilation, and cooling (HVAC) equipment and other mechanical, electrical, and plumbing (MEP) equipment, installation of fenestration on the front brick (blank) façade and the south elevation of the west wing, removal of modernistic signage at the front of the building, addition of a covered entrance, and removal of landscape and hardscape features along the front elevation of the building. The alterations to the buildings on the Project site are discussed in detail in **Appendix E**.

³¹ “Kenneth Wing, architect, dies at 85,” Press-Telegram (Long Beach, CA), December 31, 1986, pp. B-1 and B-2. See also City of Long Beach, *Shoreline Gateway Project Environmental Impact Report*, Long Beach Redevelopment Agency, June 30, 2006 (SCH 2005121066), p. 5.7-13 and Ann Andriessse, “Kenneth Wing Interview,” *Long Beach Community Builders Oral History*, California State University Archives, Long Beach, December 7, 1983; accessioned 2020.

4.6.3 Historic Resources Significance and Integrity Evaluations

Historical Resources Analysis Report

The *Historic Resources Analysis Report 5900 Cherry Avenue Long Beach*³² prepared for the Project site (**Appendix E**) evaluates the existing buildings and structures for their eligibility for listing on the California Register and as local landmarks by the City of Long Beach. The following sections provide the evaluation of the existing buildings and structures per the applicable California Register and City of Long beach criteria. The applicable criteria are discussed in Section 4.6.1, *Regulatory Setting*.

CRHR Criterion 1/Local Register Criterion A

The 2009 Long Beach Historic Context Statement prepared by Sapphos Environmental delineates an “Industrial Development” theme with a subtheme of “Oil Industry, 1921-1945.” While this would seem to preclude properties constructed after 1945 from being associated with the oil industry subtheme, the significance of the oil industry did not end in 1945. Historic-era oil development continued throughout the post-war period and up through 1965 when a consortium of five major oil companies - Texaco, Humble, Union, Mobil, and Shell (THUMS) - created four unique off-shore oil islands to continue oil production while lessening the impact on the environment. The 2009 context highlights one oil industry property, the 1935 Termo Building at 3275 Cherry Avenue, which is a designated Long Beach landmark.³³ The 5900 Cherry Avenue property was considered for significance and eligibility under CRHR Criterion 1 / Local Register A for its use as an office by the Richfield Oil Company. The property housed Richfield's exploration group and other operations personnel working in the Los Angeles Basin, and while Richfield was a notable company that yielded substantial oil discoveries, the Cherry Avenue property offices were not the location of those discoveries.

The Long Beach office at 5900 Cherry was one of several office-type buildings being constructed in Southern California in the mid-1950s. Research and development activities in the mid-1950s were handicapped by a serious shortage of space and facilities. In 1953 Richfield opened a new headquarters for its Coast District on Highway 150 between Santa Paula and Ojai, California. The Long Beach office followed, called a “camp” in the 1954 Richfield Annual Report it housed personnel for Richfield’s operations in the Los Angeles Basin. The following year, Richfield added a 17,000 square foot office building for engineering personnel at the Carson refinery. It also added a new administration building as part of an expansion program at its marine terminal in the Long Beach Harbor. Toward the end of 1955, Richfield neared completion of a new Research Center in Anaheim, California, about 27 miles southeast of Los Angeles. The 20-acre tract, located away from the refinery near Long Beach, was designed to separate research and development activities from routine laboratory work. Outside of California, ARCO later operated a significant research and development center in Plano, Texas. Starting in 1964. It was closed after the acquisition of ARCO by BP in 2000.³⁴ The company’s corporate headquarters remained in Downtown Los Angeles, in its landmark Art Deco building constructed in 1929, and later in new ARCO Plaza.

³² The site address was changed by the Project Applicant from 5900 Cherry Avenue to 5910 Cherry Avenue.

³³ Sapphos, Long Beach Historic Context Statement, 80-87. Hadley Meares, Long Beach’s Deceptive Islands: Major Oil Companies Are Pulling “Wool Over Your Eyes” (Los Angeles: Curbed, September 28, 2018), <https://la.curbed.com/2018/9/28/17858248/history-long-beach-oil-islands-thums> See also <https://www.longbeach.gov/lbcd/planning/preservation/historic-landmarks/>

³⁴ 1953 Richfield Annual Report, p. 10; 1954 Richfield Annual Report, p. 12; 1954 Richfield Annual Report, pp. 14-15; <https://en.wikipedia.org/wiki/ARCO>.

No specific information was identified during historical research to support the notion that the 5900 Cherry Avenue property is individually associated with a significant event or patterns of events such that it could be regarded as more important than other Richfield office locations or the Richfield corporate headquarters. The property is separated from the larger West Hynes and East Hynes area historically utilized as one of Richfield's oil refinery and processing plants, and the work performed in the building included general operations and administration, exploration support activities, testing and other oil industry-support tasks. Members of Richfield's exploration team made giant discoveries every ten years starting with the Elwood field (by Rio Grande Oil co. under Frank Motan) in 1928, North Coles Levee in 1938, Cuyama in 1948, Swanson River in 1957, and Prudhoe Bay in 1967.³⁵ While support activities occurred in the Cherry Avenue offices, these actual discoveries that furthered Richfield's presence in the oil industry occurred at the specific locations around the United States. For these reasons, the 5900 Cherry Avenue property has not been asserted significant or eligible under CRHR/Local Register Criterion 1/A.

CRHR Criterion 2/Local Register Criterion B

The 5900 Cherry Avenue property has not been directly associated with the lives of persons important to local, regional, California, or national history and is not asserted significant or eligible under CRHR / Location Register Criterion 2 / B.

CRHR Criterion 3/Local Register Criterion C

The office building at 5900 Cherry Avenue appears significant under CRHR Criterion 3/Local Register Criterion C as an International Style commercial building designed by Master Architect Kenneth Wing, Sr. FAIA with a period of significance of 1953. However, the property has experienced alterations outside that period of significance that have reduced integrity such that today, in its current appearance, it is not eligible for listing or designation. Alterations include an addition parallel to Cherry Avenue, enclosure / removal of the central courtyard and breezeway – a key feature that anchored the modernistic design – installation of surface mounted HVAC and other MEP equipment, installation of fenestration on the front brick (blank) façade and the south elevation of the west wing, the loss of modernistic signage at the front of the building, and loss of landscape and hardscape features along the front elevation that are critical to the International style setting within the property boundaries. Images obtained from UC Santa Barbara show the extent of change at the interior including loss of original custom doors, flooring, and limestone wall treatments.

Kenneth S. Wing is listed in the 2009 context as one of the “known architects, builders, and developers who contributed to the development of the City of Long Beach from 1889 to 1965.” The context notes that the list serves “to acknowledge the contributions of those individuals and firms that shaped Long Beach and assist in the identification of potentially significant properties.”³⁶ Four properties associated with Kenneth S. Wing are designated Long Beach landmarks. The 1918 Harnett House is the only individually designated historic landmark in the Sunrise Boulevard Historic District. A 2018 description of the building notes it was “remodeled in 1944 by famed architect Kenneth Wing Sr.” The Harriman Jones clinic is described as Kenneth Wing's first major commission in 1930. It was an innovative medical building which provided a diverse set of services, including a hospital, under one roof. Dr. Harriman Jones came to Long Beach in 1902 and became the City's first Health Officer. In 2018, the property at 830 Santiago Avenue in Long Beach was placed on the Long Beach landmark list. Built in 1937, the residence is identified as a

³⁵ *Id.*, 184-185. See also John E. Kilkeny, “Memorials: Joseph Le Conte, 1908-1992” American Association of Petroleum Geologists Bulletin 78: 3 (March 1994), 488-489.

³⁶ Sapphos, Long Beach Historic Context Statement, 241.

good example of the sophisticated designs of Kenneth S. Wing. The 1941 Late Moderne style Long Beach airport terminal was designed by Horace W. Austin and Kenneth S. Wing and is also a Long Beach landmark.³⁷ Although not designated on the Long Beach landmark list, the former City Hall East building underwent adaptive reuse in 2016. A 2026 description of the project stated the office was “built for Southern California Edison in 1959 by noted local architect Kenneth Wing, the building was later used as municipal office space for City Hall and the Long Beach Police Department before becoming vacant in 2005.” Highlighted in the 2009 context and not on the landmark list is the First Baptist Church (Pine Avenue and 10th Street) designed by architect Kenneth S. Wing and built in 1948/1949.³⁸

Wing’s body of work is extensive and his design for the Richfield office was a notable International Style project with four uniquely situated wings radiating out from a central courtyard and breezeway. The incremental alterations to Wing’s original design, loss of materials, interior circulation patterns, and view corridors has degraded the building such that it is no longer a masterful example of Mr. Wing’s work. Substantial rehabilitation is necessary to return the building to its original integrity. Consequently, the 5900 Cherry Avenue property is not eligible for CRHR/Local Register Criterion 3/C.

CRHR Criterion 4/Local Register Criterion D

Study of the 5900 Cherry Avenue property has not yielded and is not likely to yield information important to local, regional, state, or national history. The property is not asserted significant or eligible under CRHR/Location Register Criterion 4/D.

Evaluation of Integrity

Evaluation of integrity is grounded in an understanding of a property’s physical features and how they relate to historic significance. To retain historic integrity, a property will possess several, and usually most, of the following seven aspects of integrity: location, materials, design, setting, workmanship, feeling, and association. If it is determined that a property is eligible for inclusion on the CRHR or Local Register because it meets one or more of the adopted designation criteria, the integrity of the resource must be evaluated. Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed.

The 5900 Cherry Avenue property (Project site)³⁹ does not retain adequate integrity to convey potential significance under CRHR/Local Register Criterion 3/C. While the property retains integrity of location, other more critical aspects have been reduced. The setting, within the parcel boundaries, has been changed through removal of landscape features, introduction of HVAC and MEP equipment on the building and in landscape areas such that the original modernistic landscape aesthetic has been removed or degraded. The loss of the central courtyard further impacts the property’s setting within the parcel boundaries as it was the basis for circulation within and through the building. Materials, Design, and Workmanship aspects have been reduced through incremental modifications including loss of the original wood panel entrance, installation of a canopy at the front entrance that did not historically exist, introduction of new openings on the west wing south (windows) and west (door) elevations, an addition to the west wing parallel to Cherry Avenue, removal/enclosure of the original central courtyard, and installation of HVAC and MEP equipment at various exterior locations. At the interior, each wing has been altered to

³⁷ <https://www.longbeach.gov/lbcd/planning/preservation/historic-landmarks/>

³⁸ City of Long Beach, “2016 Year in Review,” Long Beach Cultural Heritage Commission, 2016, 19; City of Long Beach, “2018 Year in Review,” Long Beach Cultural Heritage Commission, 2018, 20.

³⁹ The site address was changed by the Project Applicant from 5900 Cherry Avenue to 5910 Cherry Avenue.

remove original decorative doors that historically faced and led to the central courtyard. When the central courtyard was removed the doors were also likely removed and were replaced with metal fire doors. Drop T-Bar ceilings and partition walls with vinyl base have been installed removing all aspects of the original design aesthetic at the interior. Typically, the interior aspects of a property are less concerning, however, historic photos provide evidence of the building's original design features and the feeling that it evoked. Walking in and around the building today, the change in feeling is present. The building does not evoke a sense or feel of an International style office building with intact mid-century materials and design features. Instead, it evokes the feeling of a building that has been insensitively altered through time. The associative aspect that once existed was also lost through the removal of key design features.

Archaeological Resources Assessment

An archaeological resources assessment was completed for the Project site in January 2024 (see **Appendix F, Archaeological Resources Assessment**) to support the review of potential impacts to archaeological resources. The assessment was focused on whether the Project site contains, or could reasonably contain, archaeological resources and property that could be impacted by the proposed Project. A cultural resources records search and additional research was conducted to identify previously recorded and potential archaeological resources within the proposed Project area.

4.6.4 Impact Analysis

Methodology

Historic Resources

The analysis of potential impacts to historic resources is based on the Historic Resources Analysis Report prepared by Urbana, for the Project site, included as **Appendix E**. All Urbana personnel meet the Secretary of the Interior's Professional Qualifications Standards in the disciplines of history and architectural history. Site work and field survey activities were conducted in September and November 2023. Background research and reporting was conducted from September to November 2023. The Historic Resources Analysis Report includes a review of the existing buildings and structures on the Project site. All buildings and structures on the Project site were evaluated for their eligibility as potential historical resources pursuant to CEQA. Research of the Project site's development included a review of historic building permits for improvements to the property, historic photographs, aerial photos, and local histories.

Archaeological Resources

The analysis of potential impacts to archaeological resources is based on the Archaeological Resources Assessment prepared by Kimley-Horn for the Project site, included as **Appendix F**. The Kimley-Horn personnel who prepared the Archaeological Resources Assessment meet the Secretary of the Interior's Professional Qualification Standards in archaeology. This analysis focuses on archaeological resources on the Project site and in the surrounding area.

The analysis of archaeological resources is based on a cultural resource records search conducted at the South-Central Coast Information Center at California State University, Fullerton on January 9, 2024. The records search reviewed recorded archaeological resources within a 0.5-mile radius of Project site, as well as a review of cultural resource reports and historic topographic maps on file. Additional research included a review of available historical and

topographic maps, aerial imagery, historic resource repository data, and literature to ascertain the level of existing disturbance and potential for the presence of archaeological resources.

Thresholds of Significance

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this report, an impact would be potentially significant if the Project results in or causes any one of the following:

- A substantial adverse change in the significance of a historical resource pursuant to § 15064.5.
- A substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- Disturbance to any human remains, including those interred outside of dedicated cemeteries.

Project Impacts

Threshold CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Impact CUL-1: No Impact.

The existing building on the Project site does not meet the definition of a historical resource under CEQA Guidelines Section 15064.5. As discussed in Section 4.6.3, *Historic Resources Significance and Integrity Evaluation*, evaluation of the applicable criteria has determined that the property is not considered eligible for listing on the California Register or in a local register of historical resources. Because it has been determined that the property is not eligible for listing, no built historical resources would be impacted by the Proposed Project. There would be no impact.

Threshold CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Impact CUL-2: Less than Significant Impact with Mitigation.

The Archaeological Resources Assessment prepared for the Project site indicates that prior to historic and modern development, the archaeological sensitivity of the proposed Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development over the last 70 years and in the surrounding area over the last 130 years.

Nonetheless, as some development occurred before the implementation of regulations related to the identification of archaeological resources, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during Project implementation. Implementation of Mitigation Measure CUL-1, requiring a cessation of construction activity, notification to the city, and consultation with a qualified archaeologist to evaluate the site and make the necessary findings, would reduce impacts to archaeological resources to less than significant.

Threshold CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact CUL-3: Less than Significant Impact with Mitigation.

The Archaeological Resources Assessment indicates that the archaeological sensitivity of the Project site has a low potential for intact surface or subsurface archaeological resources or human remains due to the level of previous development. However, as some development occurred before the implementation of regulations related to the identification of human remains, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2 Inadvertent Discovery of Human Remains**, requiring a cessation of construction activity until the County coroner can evaluate the discovery and made the necessary findings, would provide a process for treatment of any human remains inadvertently discovered during Project implementation. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Cumulative Impacts

The geographic scope of the cumulative cultural resources analysis is the Project site and surrounding area. Impacts to cultural resources are generally site-specific because the integrity of any specific cultural resource is often dependent upon the activities occurring in its immediate vicinity. As discussed in Section 4.5.4, Impact Analysis, the existing buildings on the Project site have been determined to not meet the definition of historic resources and the proposed Project would have neither a direct nor indirect impact on historical resources. Accordingly, the proposed Project would not contribute cumulatively to impacts to historic resources.

The cumulative projects identified in Section 3.3, *Cumulative Development*, would all likely require some level of excavation with potential for disturbance of subsurface archaeological resources or human remains. As discussed in discussion of Impact CUL-2 and Impact CUL-3, the proposed Project would implement Mitigation Measures CUL-1 and CUL-2 and comply with applicable regulations pertaining to the inadvertent discovery and proper treatment of these resources. This would reduce any potential impacts to less than significant. Likewise, the cumulative projects would be required to comply with applicable federal, State, and local regulations pertaining to these resources. Therefore, cumulative impacts are less than significant.

Mitigation Measures

Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resources: In the event that any subsurface cultural resources are encountered at the Project site during construction or the course of any ground disturbance activities, all such activities within 50 feet of the discovery shall halt immediately. The applicant shall notify the City and consult with a Secretary of Interior qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. For any resources of Native American origin, the City shall also contact the Tribes that elected to consult on the Project to identify its potential as a Tribal Cultural Resource (TCR). Should the resource, in consultation between the City and Tribe(s), be determined a TCR, the City shall also consult

with Tribes regarding avoidance or other measures recommended by the consultant. All identified cultural resources will be recorded on appropriate CA DPR 523 series forms and evaluated for significance. All records will be submitted to the City of Long Beach, Consulting Tribe(s), and South-Central Coastal Information Center (SCCIC).

Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains: In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities within 100 feet shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. Additionally, the following procedures shall be followed:

Contact the County Coroner:

1104 N. Mission Road

Los Angeles, CA 90033

(323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or

(323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person they believe to be the Most Likely Descendent (MLD) of the ancestral remains. The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Level of Significance After Mitigation

Project-specific and cumulative impacts related to cultural resources would be less than significant with implementation of **MM CUL-1** and **MM CUL-2**.

4.7 Energy

This section of the Draft EIR addresses the potential impacts to energy associated with construction and operation of the proposed Project. This discussion includes information regarding the regulatory setting, the environmental setting, and potential impacts to energy. A technical report addressing energy was prepared for the proposed Project and is included as, **Appendix G, Cherry Avenue Industrial Building Energy Analysis.**

4.7.1 Regulatory Setting

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the State level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

Federal

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)(Pub. L. No. 102–240) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21)(112 Stat. 107 [1998]) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State

Integrated Energy Policy Reporting

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report (IEPR) that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Pub.

Res. Code § 25301[a]). The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the IEPR.

The 2021 IEPR was adopted February 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

California Energy Code

The California Energy Code (Cal. Code Regs. tit. 24, Part 6). was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

California Green Building Standards Code

California Green Building Standards Code (CALGreen) (Cal. Code Regs. Tit. 24, part 11) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went into effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023.

Pavley Regulations and Fuel Efficiency Standards

California Assembly Bill (AB) 1493, enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce greenhouse gases (GHGs) emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

Renewable Portfolio Standard

California's Renewable Portfolio Standard (RPS) (SB 1078), enacted in 2002, requires retail sellers of electric services to increase procurement from eligible renewable resources to 33 percent of total retail sales by 2020.

Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed the Clean Energy and Pollution Reduction Act (SB 350), which reaffirms California’s commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Executive Order N-79-20 and Advanced Clean Cars II

On September 23, 2020, Governor Gavin Newsom issued Executive Order (EO) N-79-20, establishing the goal that 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035 and charging CARB to develop the appropriate regulations to achieve this goal. On August 25, 2022, CARB approved the Advanced Clean Cars II rule, which codifies the goals set out in EO N-79-20 and establishes a year-by-year roadmap to meeting the goal by 2035. Under this regulation, automakers are required to accelerate deliveries of zero-emission light-duty vehicles, beginning with model year 2026. CARB estimates that between 2026 and 2040, the regulation would reduce GHG emissions by a cumulative 395 million metric tons, equivalent to reducing petroleum use by 915 million barrels.

4.7.2 Environmental Setting

This section describes existing energy conditions in California. This includes a discussion of estimated total consumption and generation of electricity, consumption of natural gas, and transportation energy demand.

Electricity and Natural Gas

California’s electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation that operates the State’s wholesale power grid. ISO is charged with maintaining grid reliability and directing uninterrupted electrical energy supplies to California’s homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.

ISO is charged with planning and coordinating grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State’s growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, the ISO works with other areas of the western United States electrical grid to ensure that adequate power supplies are available to the State.

In 2021, total system electric generation for California was 277,764 gigawatt hours (GWh). California's massive in-state electricity generation system produced approximately 194,127 GWh which accounted for approximately 70% of the electricity it uses; the rest was imported from the Pacific Northwest (12%) and the U.S. Southwest (18%). Natural gas is the main source for electricity generation at 50.19% of the total in-state electric generation system.

Electricity is currently provided to the Project site by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE’s 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Table 4.7-1: SCE 2021 Power Content Mix, identifies the percentage of power generated by SCE in 2021 by energy resource. The 2021 SCE power mix was 31.4 percent renewable energy. This includes 14.9 percent solar, 10.2 percent wind power, 5.7 percent geothermal power, 0.5 percent hydroelectric, and 0.1 percent biomass & waste power. SCE’s power mix using other resources includes 22.3 percent natural gas, 9.2 percent nuclear, 2.3 percent large hydroelectric, and 0.2 percent other sources. A total of 34.6 percent of SCE’s power mix is derived from unspecified sources. SCE does not use coal to generate electricity.

Table 4.7-1: SCE 2021 Power Content Mix

Energy Resources	2021 SCE Power Mix
<i>Eligible Renewable</i>	31.4%
Solar	14.9%
Wind	10.2%
Geothermal	5.7%
Eligible Hydroelectric	0.5%
Biomass & Waste	0.1%
<i>Natural Gas</i>	22.3%
<i>Nuclear</i>	9.2%
<i>Large Hydroelectric</i>	2.3%
<i>Other</i>	0.2%
<i>Coal</i>	0.0%
Unspecified Sources of power*	34.6%
Total	100%

* Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

California accounts for less than one percent of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2019, about 37 percent of the natural gas delivered to consumers went to the state's industrial

sector, and about 28 percent was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2019. The residential sector, where two-thirds of California households use natural gas for home heating, accounted for 22 percent of natural gas deliveries. The commercial sector received 12 percent of the deliveries to end users and the transportation sector consumed the remaining one percent.

The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State. Natural gas is provided to the Project site by the City of Long Beach Department of Energy Resources (Energy Resources). Energy Resources currently serves approximately 500,000 customers (155,000 accounts) in the cities of Long Beach and Signal Hill in addition to portions of Los Alamitos, Bellflower, Compton, and Los Angeles County.¹ A more detailed discussion of the CPUC's role regulating natural gas in California can be found in **Appendix G**.

Transportation Energy Resources

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. The California Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year.² Gasoline (and other vehicle fuels) are commercially provided commodities via commercial outlets.

While gasoline consumption has been declining since 2008 it is still by far the dominant transportation fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 10 percent of the nation's total consumption. The state is the largest U.S. consumer of motor gasoline and jet fuel, and 85 percent of the petroleum consumed in California is used in the transportation sector.

Energy Consumption

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- In 2021, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2021, it ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states and, the state accounted for 15% of the nation's jet fuel consumption and 10% of motor gasoline consumption in 2020.
- In 2019, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all other states except Rhode Island, due in part to its mild climate and its energy efficiency programs.
- In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy. The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.

¹ City of Long Beach, Energy Resources < <https://www.longbeach.gov/energyresources/> > (Accessed December 23, 2023).

² Fuel consumptions estimated utilizing information from EMFAC2021.

- In 2021, California was the fourth-largest electricity producer in the nation, but the state was also the nation's second-largest consumer of electricity, and in 2020, it received about 30% of its electricity supply from generating facilities outside of California, including imports from Mexico.

4.7.3 Impact Analysis

Methodology

The analysis used information from the CalEEMod Version 2022.1 outputs for the *Cherry Avenue Air Quality Impact Analysis* (AQIA) (included as **Appendix B**) to conduct an analysis of the proposed Projects demands on energy. The analysis focused on Project related construction equipment energy demands, transportation energy demands, and facility energy demands.

In May 2022, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2022.1. CalEEMod is used to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in **Appendix B**.

On May 2, 2022, the EPA approved the 2021 version of the Emissions FACTor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The analysis utilized the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy. This information was used to determine the estimated annual fuel consumption associated with vehicle usage during construction and operation of the proposed Project. For purposes of analysis, the 2024 and 2025 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Outputs from the EMFAC2021 model run are provided in **Appendix B**.

As discussed in Section 2.9, *Tenant Use Options*, would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses. These are referred to as Tenant Use Options. While these use options would have no effect on the exterior of the proposed industrial building, they would have potential to affect the operation of the building by producing varying numbers of vehicle trips and fuel use, operational energy use, and operations-related noise. Accordingly, this analysis evaluated the different Tenant Use Options in order to disclose the operational air quality emissions that would result from the range of uses that would be allowed. In total, the following seven Tenant Use Options are evaluated:

- Tenant Use Option 1: 304,344 SF Manufacturing
- Tenant Use Option 2: 304,344 SF General Light Industrial
- Tenant Use Option 3: 304,344 SF Warehouse
- Tenant Use Option 4: 304,344 SF High-Cube Fulfillment (Non-Sort)
- Tenant Use Option 5: 304,344 SF High-Cube Cold Storage

- Tenant Use Option 6: 76,086 SF Manufacturing and 228,258 SF Warehouse
- Tenant Use Option 7: 76,086 SF Manufacturing and 228,258 SF High-Cube Transload

Appendix F of the CEQA Guidelines, states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, and oil; and
- Increasing reliance on renewable energy sources.

Per Appendix F of the CEQA Guidelines, “(i)n order to assure that energy implications are considered in project decisions, (CEQA) requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)).”

Thresholds of Significance

In compliance with Appendix G of the CEQA Guidelines, this report analyzes the proposed Project’s anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Project Impacts

Threshold ENG-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact ENG-1: Less Than Significant Impact.

Construction

Construction Fuel Use

Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. **Table 4.7-2: Summary of Construction Related Fuel Use**, provides a summary of construction fuel use. Construction equipment would largely be powered with diesel fuel. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon, obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines.³ In total, Project construction equipment would consume an estimated 110 gallons of gasoline and 74,063 gallons of diesel fuel. A detailed breakdown of fuel consumed by construction phase and piece of equipment is provided in **Appendix G**.

³ California Air Resources Board. Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects And Congestion Mitigation and Air Quality Improvement (CMAQ) Projects, Emission Factor Tables. 2018.

Construction worker, construction vendor (vehicles that deliver materials to the site during construction), and material hauling trips would also consume fuel. Construction worker trips would generate an estimated 539,220 VMT during 13 months of construction. Vendor trips and material hauling trips would generate an estimated 227,310 VMT along area roadways during Project construction. More detail on VMT associated with construction trips can be found in **Appendix M**. An estimated 19,381 gallons of gasoline would be consumed by construction worker trips during Project construction and an estimated 36,120 gallons of diesel fuel would be consumed by construction vendor and hauling trips during Project construction.

Table 4.7-2: Summary of Construction Related Fuel Use

Fuel Type	Total Quantity (gallons)
Diesel	
Construction Equipment	74,063
Construction Worker Vehicles	0
Vendor and material Hauling Vehicles	36,120
Gasoline	
Construction Equipment	110
Construction Worker Vehicles	19,381
Vendor and Material Hauling Vehicles	0

It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region.

Project construction would be temporary and would not require ongoing or permanent commitment of diesel fuel resources for this purpose. Similarly, Project construction worker, vendor, and material hauling trips would not require on-going or permanent commitment of gasoline resources for this purpose. Construction equipment would conform to CARB regulations and California emissions standards. In addition, there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction Natural Gas

The proposed Project would not use natural gas during Project construction.

Construction Electricity

Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. The total Project construction electricity usage was calculated using SCE’s general service rate of \$0.13 per kilowatt hour (kWh) of electricity for industrial services.⁴ The total Project Construction Electricity Usage (kWh) from on-site Project construction related activities is estimated to be approximately 156,234 kWh. The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately \$20,047.14. As discussed in **Appendix G**, in 2021, total system electric generation for California was 277,764 gigawatt hours (GWh). Construction related electricity use would represent a minute percentage of overall demand during Project construction.

Operations

Energy consumption associated with Project operations would include transportation fuel consumed by passenger cars and trucks operating from the Project site, fuel demands from operational equipment, and facilities energy demands generated by building operations and site maintenance activities. As previously discussed, analysis of energy use by the proposed Project accounted for different Tenant Use Options. While these use options would have no effect on the exterior of the proposed industrial building, they would have potential to affect the operation of the building by producing varying numbers of vehicle trips and fuel use, operational energy use, and operations-related noise.

Operations Fuel

The estimated transportation energy demands associated with the proposed Project Tenant Use Options are summarized in **Table 4.7-3: Total Project Generated Traffic Annual Consumption**. Detailed breakdowns of vehicle fuel use by vehicle class are provided in **Appendix B**. The Project site was occupied at the time the analysis was completed. Baseline transportation fuel demands were modeled assuming 308,000 SF of unrefrigerated warehouse uses and a 7.09-acre parking lot utilizing CalEEMod model defaults and trip characteristics available from the *Cherry Avenue Industrial Building Traffic Assessment* (see **Appendix M**). Accordingly, baseline annual vehicle mileage and fuel consumption were modeled and considered in calculating total vehicle fuel demand associated with the proposed Project Tenant Use Options. As shown in Table 4.7-3, the baseline use on the Project site has an estimated annual vehicle fuel demand of 10,000,629 gallons for all vehicle types included in the analysis. Each Tenant Use Option would generate unique total vehicle fuel demands. As shown, Tenant Use Option 2 would generate the greatest vehicle fuel demand with a total annual vehicle fuel demand of 139,608,971 gallons, followed by tenant Use Option 1 with a total annual vehicle fuel demand of 120,413,358 gallons.

Table 4.7-3: Total Project Generated Traffic Annual Consumption

Scenario	Total Project Fuel Demand (gallons)	Baseline Fuel Demand (gallons)	Change in Fuel Demand (gallons)
Tenant Use Option 1	130,413,988	10,000,629	120,413,358
Tenant Use Option 2	149,609,601	10,000,629	139,608,971
Tenant Use Option 3	43,565,684	10,000,629	33,565,054
Tenant Use Option 4	45,945,432	10,000,629	35,944,802

⁴ Southern California Edison. Rates & Pricing Choices. Southern California Edison. [Online] <https://www.sce.com/regulatory/tariff-books/rates-pricing-choices>.

Scenario	Total Project Fuel Demand (gallons)	Baseline Fuel Demand (gallons)	Change in Fuel Demand (gallons)
Tenant Use Option 5	61,645,500	10,000,629	51,644,871
Tenant Use Option 6	65,349,000	10,000,629	55,348,371
Tenant Use Option 7	65,827,730	10,000,629	55,827,101

Source: Urban Crossroads, Inc. Cherry Avenue Industrial Building Analysis, Table 4-10: Total Project-Generated Traffic Annual Fuel Consumption

All Tenant Use Options would be anticipated to utilize a 300-horsepower diesel-powered emergency fire pump. It is anticipated that each emergency engine would operate a maximum time of 0.5 hours per day and 50 hours per year for maintenance and testing purposes. The diesel-powered emergency fire pump would have a total consumption of 565 gal/year.

Tenant Use Option 5 would support cold storage uses. Accordingly, it is anticipated that Tenant Use Option 5 would utilize an additional diesel-powered emergency backup generator rated at 1,500 horsepower. Therefore, Tenant Use Option 5 would have a total fuel consumption of 565 gallons of diesel fuel per year for the emergency fire pump and 2,825 gallons per year for the emergency generator.

Because it is common for industrial buildings to require the operation of exterior cargo handling equipment in truck court areas, it is assumed that all Tenant Use Options would include up to one 200 horsepower, diesel gas-powered cargo handling port tractor. The Port tractor would operate four hours a day, 365 days a year. Based on usage factors from EMFAC 2021, it is estimated that on-site cargo handling equipment would consume 9,284 gallons of natural gas fuel per year.

Operations Natural Gas

The proposed Project would not use natural gas during Project operations.

Operations Electricity

As previously discussed, the Project site was occupied at the time the analysis was completed. Baseline operational electrical demands were modeled assuming 308,000 SF of unrefrigerated warehouse uses and a 7.09-acre parking lot utilizing CalEEMod model defaults and trip characteristics available from the Cherry Avenue Industrial Building Traffic Assessment (see **Appendix M**). Total natural gas demand for baseline land use was estimated at 5,937,053 thousand British thermal units (kBtu) per year and electricity demand was estimated at 1,441,552 kWh per year.

Project building operations activities would result in the consumption of electricity. Electricity is supplied locally by SCE. As previously discussed, none of the proposed Project Tenant Use Options would use natural gas. The proposed Project is designed to include rooftop solar arrays with sufficient capacity to offset 100 percent of electrical demand for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project will participate in community solar programs to offset energy demand not met through the rooftop solar array. Overall, the proposed Project would result in a net reduction of 5,937,05 kBtu/year of natural gas and 1,441,552 kWh of electricity.

Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant impact.

Threshold ENG-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact ENG-2: Less Than Significant Impact

The following discussion evaluates the consistency of the proposed Project with applicable state and local plans relevant to energy and energy efficiency.

Consistency with ISTE A

Transportation and access to the Project site is provided by the local and regional roadway system. The proposed Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTE A because SCAG is not planning for intermodal facilities on or through the Project site.

Consistency with TEA-21

The Project site is located along a major transportation corridor with proximate access to the Interstate freeway system. Because the location of the Project site facilitates easy access to highways, the proposed Project would help reduce vehicle miles traveled, take advantage of existing infrastructure systems, and promote land use compatibility by continuing similar uses. The proposed Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with IEPR

The proposed Project site would be served by SCE, but is designed to offset 100 percent of electrical demand with rooftop solar arrays. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR.

Consistency with State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the proposed Project facilitates access and takes advantage of existing infrastructure systems. The proposed Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with or obstruct, implementation of the State of California Energy Plan.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. The proposed Project would be required to comply with the Title 24 standards in place at the time plan check submittals are made. Therefore, the proposed Project would not result in a significant impact on energy resources.

Consistency with California Code Title 24, Part 11, CALGreen

As previously discussed, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022 and will become effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

Consistency with AB 1493

AB 1493 is not applicable to the proposed Project as it is a statewide measure establishing vehicle emissions standards. No feature of the proposed Project would interfere with implementation of the requirements under AB 1493.

Consistency with RPS

California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the proposed Project would interfere with implementation of the requirements under RPS.

Consistency with SB 350

The proposed Project would be served by SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The proposed Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several additional measures designed to reduce energy consumption, including designs to offset 100 percent of electrical use with power generated by rooftop solar arrays. No feature of the Project would interfere with implementation of SB 350.

As shown above, the Project would not conflict with any of the state or local plans for renewable energy or energy efficiency. Accordingly, any impact would be less than significant.

Cumulative Impacts

Section 3.3, Cumulative Development identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Energy. The geographic context for cumulative analysis of energy is the City of Long Beach and the State of California, the bodies that have produced plans for renewable energy and/or energy efficiency. Similar to the proposed project, the cumulative projects would be required to comply with applicable state or local plans for renewable energy or energy efficiency, including Title 24 Energy Efficiency Standards and CALGreen. Compliance with these standards in cumulative project design would ensure that cumulative impacts associated with state or local energy plans would be less than significant.

As regards consumption of energy resources construction and operation of the proposed Project would require use of fuel and electricity that would represent a minute percentage of overall energy demand in the State. Operational electrical demand would be offset 100% with the exception of Tenant Use Option 5. However, Tenant Use Option 5 would participate in community solar programs to offset energy demand not met through the rooftop solar array. This would produce a beneficial impact by reducing electricity consumed off the grid. Similarly, the cumulative projects would not be anticipated to produce a significant impact due to wasteful inefficient, or

unnecessary consumption of energy during construction. Accordingly, cumulative energy impacts would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

No mitigation measures are required as impacts would be less than significant.

4.8 Geology and Soils

This section of the EIR describes the existing setting of the Project site as it relates to geology and soils; identifies applicable regulatory conditions and requirements; presents the criteria used to evaluate potential impacts on geology and soils; and identifies measures to reduce or avoid significant impacts.

4.8.1 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency, the United States Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the Program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The Program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

State

Alquist-Priolo Earthquake Fault Zoning Act of 1972

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code (PRC), § 2621 *et seq.*), regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The Alquist-Priolo Earthquake Fault Zoning Act categorizes faults as active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be “sufficiently active” and “well defined” by detailed site-specific geologic explorations to determine whether building setbacks should be established.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC §§ 2690–2699), directs the California Department of Conservation (DOC), California Geological Survey (CGS) to delineate Seismic Hazard Zones. The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within seismic hazard zones.

California Building Standards Code

The California Building Code (CBC)(California Code of Regulations (CCR), Title 24, Part 2), establishes minimum requirements for a building's structural strength and stability to safeguard the public health, safety, and general welfare. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. California Health and Safety Code Section 19100 *et seq.* of the California Health and Safety Code establishes the State's regulations for earthquake protection. This section of the code requires structural designs to be capable of resisting likely stresses produced by phenomena such as strong winds and earthquakes.

Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which state:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

Local

City of Long Beach General Plan

The Land Use Element of the Long Beach General Plan includes goals, policies, and directions to achieve the City's vision of the community and future development.¹ The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The following policies apply to the proposed Project.

Land Use Element

- **Natural Resource Protection Policy 2: 1.1:** Minimize any potential impacts to unknown paleontological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines.

¹ City of Long Beach, Long Beach General Plan. <<https://www.longbeach.gov/lbds/planning/advance/general-plan/>> (Accessed November 13, 2023).

Public Safety Element

- **Development Goal 3:** Provide an urban environment, which is as safe from all types of hazards as possible.
- **Development Goal 5:** Use physical planning as a means of achieving greater degrees of protection from safety hazards.
- **Development Goal 7:** Assure continued safe accessibility to all urban land uses throughout the City.
- **Development Goal 8:** Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.
- **Protection Goal 1:** Use safety precautions as one means of preventing blight and deterioration.
- **Protection Goal 2:** Protect existing land uses from the intrusion of safety hazards.
- **Protection Goal 3:** Reduce public exposure to safety hazards.

Seismic Safety Element

- **Development Goal 2:** Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards.
- **Development Goal 4:** Encourage development that would be most in harmony with nature and thus less vulnerable to earthquake damage.
- **Protection Goal 1:** Reduce public exposure to seismic risks.
- **Protection Goal 5:** Provide the maximum feasible level of seismic safety protection services.

4.8.2 Environmental Setting

A Geotechnical Investigation for the Proposed Commercial/Industrial Building (Geotechnical Investigation) was prepared for the proposed Project by Southern California Geotechnical, and is included as **Appendix H, Geotechnical Investigation**.

Regional Geology

The Project site is located within the Los Angeles Basin, a northwestern Peninsular Ranges Geomorphic Province of coastal Southern California and is characterized by mountain ranges separated by northwest-trending valleys and extends from southwestern California south into Mexico. The region is bordered to the north by the Traverse Ranges and to the east by the Colorado Desert and extends into Baja California.² Generally, the Peninsular Ranges geomorphic province consist of rocks from the Quaternary to Paleozoic eras, consisting of alluvium and shallow marine deposits.

² United States Geological Survey (USGS) and California Department of Conservation., 2016. California Geological Survey Geological Map of Long Beach 30'x60' Quadrangle, California, <<https://www.conservation.ca.gov/cgs/Documents/Publications/Regional-Geologic-Maps/Preliminary-RGM/Preliminary-RGM-LongBeach-100k-v2-Pamphlet.pdf>>, (accessed November 10, 2023).

Local Geology and Subsurface Conditions

The topography of the Project site slopes gently to the west at a gradient of less than 1 percent. The Project site ground surface is largely composed of asphaltic concrete pavements to a depth of three to four inches. The soil beneath the Project site is comprised of undocumented fill and alluvium. Undocumented fill soils were encountered beneath the pavements extending to depths of 2.5 to 5.5 feet below ground surface. The fill soils generally consist of very loose to loose fine sand with trace to little silt. Native alluvium was encountered beneath the fill soils extending to at least 50 feet below ground surface. The alluvial soils generally consist of very loose to medium dense fine sand, silty fine sand, fine sandy silt, and soft to very stiff clayey silt and silty clay.

Faulting and Seismicity

The Project site is in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake in an active fault. The California Geological Survey (CGS) defines an active fault as a fault that has ruptured in the last 11,000 years.³ There are no known active or potentially active faults located within the Project site, including Alquist-Priolo Earthquake Fault Zones. The nearest known fault is the Cherry-Hill fault segment of the Newport-Inglewood-Rose Canyon fault zone, a northwesterly trending fault located approximately 3.20 miles south of the Project site. The last large earthquake on this fault occurred in 1933 with an estimated magnitude 6.4 earthquake. There are numerous active faults located in the regional vicinity of the site. Active and potentially active faults proximate to the project site are identified on **Table 4.8-1: Regional Faults**.

Table 4.8-1: Regional Faults

Fault Segment	Approximate Distance from Project Site (miles)	Direction From Site
Cherry Hill Fault	3.20	Southwest
Reservoir Hill Fault	4.18	South
Avalon-Compton Fault	5.0	West

Source: Department of Conservation Earthquake Zones of Required Investigation map.

Surface Fault Rupture

Fault rupture is the surface displacement that occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture and displacement almost always follows preexisting faults, which are zones of weakness; however, not all earthquakes result in surface rupture (i.e., earthquakes that occur on blind thrusts do not result in surface fault rupture. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep). In addition to damage caused by ground shaking from an earthquake, fault rupture is also damaging to buildings and other structures due to the differential displacement and deformation of the ground surface that occurs from the fault offset. This leads to damage or collapse of structures across this zone. Fault rupture displacements in large earthquakes can range from several feet to greater than 15 feet. Surface fault rupture would not occur at the project site due to no known active or potentially active faults that cross the project site, including Alquist-Priolo Earthquake Fault Zones.

Ground Shaking

An earthquake is classified by the amount of energy released, which traditionally has been quantified using the Richter scale (ML). However, seismologists most commonly use the Moment

³ California Department of Conservation. Alquist-Priolo Earthquake Fault Zones. <<https://www.conservation.ca.gov/cgs/alquist-priolo#:~:text=An%20active%20fault%2C%20for%20the,in%20the%20last%2011%2C000%20years>>, (accessed. November 9, 2023).

Magnitude (M_w) scale because it provides a more accurate measurement of the size of major and great earthquakes. For earthquakes of less than M_w 7.0, the Moment and Richter Magnitude scales are nearly identical. For earthquake magnitudes greater than M_w 7.0, readings on the Moment Magnitude scale are slightly greater than a corresponding Richter Magnitude.

The intensity of the seismic shaking, or strong ground motion, experienced at a particular location during an earthquake is dependent on the distance between that location and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding that location. Earthquakes occurring on faults closest to a particular site would most likely generate the largest ground motion. However, in the case of the Project site, there are no known active or potentially active faults that cross the project site, including Alquist-Priolo Earthquake Fault Zones.

As previously discussed, the Project site is fully developed and features minimal landscaping within the western portion of the Project site. According to the U.S. Department of Agriculture (USDA) Web Soil Survey, the soils present within the Project site consist of Urban Land, Hueneme and drained-San Emigdio complex.⁴ Urban Land includes artificial fill soils. Hueneme is a mix of artificial fill soils over alluvium and is characterized as a grayish brown, loamy fine sand and light sandy loam, very-low runoff and somewhat poorly drained. San Emigdio consists of low-runoff, very deep, well drained soils that formed in sedimentary alluvium.

Geologic Hazards

Liquefaction

Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, as could result from an earthquake. Liquefaction tends to occur in loose, saturated fine-grained sands, coarse silts, or clays with low plasticity. The liquefaction process typically occurs at depths less than 50 feet below the ground surface, although liquefaction can occur at deeper intervals, given the right conditions. The most susceptible zone occurs at depths shallower than 30 feet below the ground surface.

For liquefaction to occur, there must be specific soil type(s), soil saturation, and cyclic accelerations of sufficient magnitude to progressively increase the water pressures within the soil mass. Non-cohesive soil shear strength is developed by the point-to-point contact of the soil grains. As the water pressures increase in the void spaces surrounding the soil grains, soil particles become supported more by water than point-to-point contact. When water pressures increase sufficiently, soil grains lose the strength to hold to each other and the soils begin to liquefy.

Liquefaction can lead to several types of ground failure, depending on slope conditions and the geological and hydrological settings. The four most common types of ground failure are: (1) lateral spreads, (2) flow failures, (3) ground oscillation, and (4) loss of bearing strength.

According to the DOC Earthquake Zones of Required Investigation, the project site and surrounding area are located within a liquefaction zone. In addition, the project site is underlain by Hueneme, a sandy loam and loamy fine sand, which are soils prone to liquefaction. The subject site is located within an area that has been mapped as a liquefaction hazard zone.⁵

⁴ United States Department of Agriculture (USD), A. 2023. Web Soils Survey. <<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>> (Accessed September 2023).

⁵ Department of Conservation (DOC), 2023. Earthquake Zones of Required Investigation. <<https://maps.conservation.ca.gov/cgs/eqzapp/app/>>. (accessed September 2023).

Per the Geotechnical Investigation (**Appendix H**) prepared by Southern California Geotechnical, a site-specific liquefaction evaluation was completed that included two borings extended to depths of approximately 50 feet, Boring No. B-2 and Boring No. B-4. Liquefiable soils were encountered at Boring No. 2 at depths ranging from 22 to 27± feet, 32 to 34± feet, and 37 to 42± feet. At Boring No. 4, liquefiable soils were encountered at depths of 20 to 27± feet and 29.5 to 32± feet. The potential liquefaction induced settlement at Boring No. 2 could be expected up to approximately 3.37 inches and at Boring No. 4 up to approximately 2.7 inches. Differential settlement is expected to be on the order of 0.6 to 1.7± inches. The estimated differential settlement could be assumed to occur across a distance of 50 feet, indicating a maximum angular distortion of less than 0.003± inches per inch.

Seismically Induced Settlement

The Project site is located within a designated liquefaction zone.⁶ Further, the Project site's soils consist of Hueneme, which has a typical profile of sandy loam and loamy fine sand to 53 inches in depth, which are prone to liquefaction.⁷ During strong seismic shaking, these soils can be prone to liquefaction, which can produce local ground failure such as settlement or lateral spreading that may damage overlying improvements. Settlement typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward an open or "unconfined" face such as an open body of water, channel, or excavation. In soils, this movement is generally due to a weak plane and is often associated with liquefaction. Due to the Project site's potential for liquefaction, there is potential for settlement or lateral spreading at the site as a result of seismic activity.

Landslides

Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. The presence of historic landslide deposits is a good indicator of future landslides. Landslides are commonly triggered by unusually high rainfall and the resulting soil saturation, by earthquakes, or a combination of these conditions. According to the DOC Earthquake Zones of Required Investigation map, the project site is not located within a designated landslide zone.⁸

Paleontological Resources

The City's General Plan does not identify areas with potential paleontological resources. The Project site is located within a highly urbanized area of the city. Soils present within the project site include a layer of undocumented fill soil extending to depths of 2.5 to 5.5 feet below ground surface that have been previously disturbed as a result of previous development. Therefore, paleontological resources are not anticipated to be identified at the Project site.

⁶ *Id.*

⁷ United States Department of Agriculture (USDA), 2023. Web Soils Survey. <<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>>. (accessed September 2023).

⁸ Department of Conservation (DOC). 2023. Earthquake Zones of Required Investigation. <<https://maps.conservation.ca.gov/cgs/eqzapp/app/>> (Accessed September 2023).

4.8.3 Impact Analysis

Methodology

Potential direct and indirect Project impacts were identified based on a review of the Geotechnical Investigation. The Geotechnical Investigation included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the proposed Project. A site-specific liquefaction evaluation was also completed. The subsurface exploration consisted of eight borings to depths of 10 to approximately 50 feet below the site grade. Two of the borings were conducted to a depth of approximately 50 feet in support of the liquefaction evaluation. The borings were employed to characterize existing geotechnical conditions on the Project site. Soil samples were classified and tested to determine the physical and engineering properties of the soil on the Project site.

Thresholds of Significance

- An impact is considered significant if the Project would:
- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- 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.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- 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.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Project Impacts

Threshold GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?

Impact GEO-1: Less Than Significant Impact.

The Project site is located within Southern California, which is a seismically active region, and, thus, the potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map.⁹ The nearest faults to the Project site include the Cherry Hill Fault approximately 3.2 miles to the southwest, Reservoir Hill Fault approximately 4.8 miles to the south, and the Avalon-Compton Fault approximately five miles to the west. The proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking.

Additionally, the proposed Project's building design and construction must conform to the current seismic design provisions of the Long Beach Building Code (LBBC), which incorporates relevant provisions of the 2022 CBC.¹⁰ The LBBC incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. Design and construction of the proposed Project would be required to adhere to the seismic safety requirements contained in the LBBC, as well as the applicable recommendations provided in the geotechnical investigations required by the city to minimize seismic-related hazards.

The proposed development on the Project site would be feasible from a geotechnical standpoint, provided that applicable regulations are met. Prior to issuance of a grading permit, the proposed Project would prepare a geotechnical report that includes site-specific design recommendations for seismic safety and design requirements to meet applicable State and City regulatory requirements. Thus, compliance with applicable regulatory requirements and incorporation of these recommendations would reduce the potential for significant damage to structures resulting from strong seismic ground shaking and the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death, to the maximum extent practical. Therefore, based on the above, development of the proposed Project, including all Tenant Use Options, would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking hazards. Impacts would be less than significant.

Threshold GEO-2: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction?

Impact GEO-2: Less Than Significant Impact with Mitigation.

As previously discussed, the Project site and surrounding area are located within a liquefaction zone.¹¹ The Geotechnical Investigation identified liquifiable soils underlying the Project site with potential for liquefaction induced settlement up to approximately 2.7 to 3.4 inches. It was determined that development of the proposed building could employ a shallow foundation designed to resist the effects of settlement to the extent that the structure would not catastrophically fail. Furthermore, utility connections to the proposed building would need to be

⁹ DOC. 2023. Earthquake Zones of Required Investigation. <<https://maps.conservation.ca.gov/cgs/eqzapp/app/>> (accessed September 2023).

¹⁰ CBC. (2022). 2022 California Building Code. <<https://codes.iccsafe.org/content/CABC2022P1>><Accessed September 2023>.

¹¹ Department of Conservation (DOC). 2023. Earthquake Zones of Required Investigation. <<https://maps.conservation.ca.gov/cgs/eqzapp/app/>>(Accessed September 2023).

designed to withstand any liquefaction induced settlement. Shallow foundations are typical for warehouse structures similar to the proposed Project. While the use of a shallow foundation would prevent catastrophic failure of the building, in the event of a liquefaction event, there is potential for some damage to the building. Accordingly, impacts related involving seismic-related ground failure including liquefaction would be potentially significant.

The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the Long Beach Municipal Code (LBMC). The CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, building occupancy, and the structure configuration, including the structural system and height. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation**, would be required. The Final Geotechnical Site Investigation would provide final recommendations for seismic and geotechnical design, site grading, foundation and floor slab design, and project construction. In addition, implementation of **Mitigation Measure GEO-2, Remedial Site Grading**, would excavate undocumented fill soils as well as the potentially compressible near-surface native alluvium. These soils would be evaluated by the geotechnical engineer to identify any additional soils to be excavated. The excavated soils would then be processed by way of scarification, moisture conditioning, and recompaction to at least 90 percent of the ASTM-D-1557 maximum dry density. The processed soil would then be returned to the area of excavation as compacted structural fill more resistant to liquefaction. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of Mitigation Measure GEO-1 and Mitigation Measure GEO-2 would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Threshold GEO-3: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact GEO-3: No Impact.

The Project site is not located in a zone identified as being susceptible to landslides.¹² The Project site is located on relatively flat ground and is not adjacent to any areas with steep slopes that could produce a landslide in the event that ground shaking occurred at the Project site. Due to the relatively level topography at the site, the project site and surrounding area are not susceptible to landslides. Therefore, no impact would occur.

Threshold GEO-4: Would the project result in substantial soil erosion or the loss of topsoil?

Impact GEO-4: Less Than Significant Impact.

Soil erosion occurs when surface materials are worn away from the earth's surface due to ground disturbance and/or factors such as wind and precipitation. The potential for soil erosion is determined by characteristics including texture and content, surface roughness, vegetation cover, and slope grade and length. Wind erosion typically occurs when fine-grained non-cohesive soils are exposed to high-velocity winds, while water erosion tends to occur when loose soils on moderate to steep slopes are exposed to high-intensity storm events.

The Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However, development of the proposed Project would require removal and replacement

¹² Department of Conservation (DOC). 2023. Earthquake Zones of Required Investigation. <<https://maps.conservation.ca.gov/cgs/eqzapp/app/>> (Accessed September 2023).

of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils. The near surface soils on the Project site consist predominately of sandy loam and loamy fine sand. There is potential for erosion of these materials, depending on drainage and wind patterns.

Development of the proposed Project would require compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit. The NPDES permitting process applies to projects involving disturbance of one acre or more. These projects are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies how water quality would be protected during construction activities. This would include implementing best management practices (BMPs) that would reduce the potential for soil erosion. Construction BMPs would include, but are not limited to, stabilization of construction entrances and sediment filters on existing inlets. The SWPPP and BMPs are discussed further in Section 4.10, *Hydrology and Water Quality*. The proposed Project would also be required to comply with LBMC Chapter 18.74, which requires the preparation of a Low Impact Development (LID) plan that addresses the applicable requirements in the LBMC including implementation of allowed BMPs provided in the LID Best Management Practices Manual. In addition, construction contractors would be required to implement a dust control plan in compliance with SCAQMD Rule 403 to reduce wind erosion. These measures would minimize erosion and control surface water flows over exposed soils. Impacts associated with construction related soil erosion and loss of topsoil would be less than significant.

Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping. The extensive site coverage would reduce the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Threshold GEO-5: 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?

Impact GEO-5: Less than Significant with Mitigation.

As discussed in Impact GEO-2, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant.

The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of Mitigation Measure GEO-1 and Mitigation Measure GEO-2 would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Threshold GEO-6: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Impact GEO-6: Less Than Significant Impact.

Soils that expand and contract in volume (“shrink-swell” pattern) are considered to be expansive and may cause damage to aboveground infrastructure as a result of density changes that shift overlying materials. Fine-grain clay sediments are most likely to exhibit shrink-swell patterns in

response to changing moisture levels. According to the Geotechnical Investigation soil testing determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Threshold GEO-7: 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?

Impact GEO-7: No Impact.

No septic tanks or other alternative wastewater disposal system are proposed. The proposed Project will be connected to the Long Beach Water Department's existing sewer system. Water and wastewater systems are further discussed in Section 4.20, *Utilities and Service Systems*, of this EIR. No impact would occur.

Threshold GEO-8: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-8: Less Than Significant with Mitigation.

The proposed Project is situated in a highly urbanized environment and there are no unique geologic features located on or around the proposed project site.

The Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of Mitigation Measure GEO-2 would require remedial grading, removing the undocumented fill and top layer of alluvial soil from below the proposed building site, there is potential for the discovery of unknown paleontological resources. With implementation of Mitigation Measure GEO-3, Paleontological Monitoring, impacts would be less than significant.

Cumulative Impacts

Section 3.3, Cumulative Development identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Geology and Soils. For purposes of this analysis, the geographic scope would be the city of Long Beach.

Some of the related projects identified in Table 3-1 would require excavation at depths that could potentially cause adverse effects including risk of loss, injury, or death based on strong seismic ground shaking, liquefaction, landslides and that could destroy a unique paleontological resource. However, related projects that involve substantial excavation with the potential to expose people or structures to adverse effects of liquefaction and destroy paleontological resources are expected to be subject to mitigation measures to mitigate impacts. With implementation of such mitigation measures, cumulative impacts from related projects are considered to be less than significant.

The Project is required to comply with the Mitigation Measure GEO 1, Final Geotechnical Investigation, and GEO-2, Remedial Site Grading, thus ensuring final recommendations for seismic and geotechnical design and processing of undocumented fill soils, as well as potentially compressible near-surface native alluvium. Therefore, as impacts related to liquefaction and paleontological resources from related projects would be less than significant with implementation

of mitigation measures, and as the Project would mitigate its potential impacts to liquefaction and paleontological resources to a less than significant level, cumulative impacts would be less than significant.

Mitigation Measures

Mitigation Measure GEO-1, Final Geotechnical Site Investigation. The Project Applicant shall engage a California-registered geotechnical engineer to prepare a Final Geotechnical Investigation for the proposed Project. The Final Geotechnical Report shall meet the requirements of the 2022 CBC, California DOC, Division of Mines and Geology Special Publication 117 (SP 117), as amended, the City of Long Beach, and other applicable regulations and standards. The Final Geotechnical Investigation shall describe the geological and geotechnical conditions of the Project site, include design-level geotechnical recommendations, and provide findings, recommendations, and proposed mitigation for addressing potential seismic hazards associated with the proposed Project. The Final Geotechnical Investigation shall be provided to the City of Long Beach for review and approval. Review and approval of the Final Geotechnical Investigation shall be a condition of issuance of building permits by the City of Long Beach.

Mitigation Measure GEO-2, Remedial Site Grading. The Project Applicant shall employ remedial grading within the proposed building footprint as part of construction of the proposed Project. Remedial grading will include the excavation of the existing undocumented fill soils, as well as the potentially compressible near-surface native alluvium for evaluation purposes and processing. Processing includes scarification, moisture conditioning, and recompaction to at least 90 percent of the ASTM-D-1557 maximum dry density. This layer of fill will help to mitigate any liquefaction-induced differential settlements.

Mitigation Measure GEO-3, Paleontological Monitoring. In the event paleontological resources are encountered during construction of the proposed Project, the City shall be immediately informed of the discovery. All work shall cease in the area of the find, and a qualified paleontologist shall be retained by the Applicant to evaluate the find before restarting work in the area. A qualified paleontologist is a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, which is defined as an individual preferably with an M.S. or Ph.D. in paleontology or geology, who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California (preferably Southern California), and who has worked as a paleontological mitigation Project supervisor for a least one year. The City shall require that all paleontological resources identified on the Project site be assessed and treated in a manner determined by the qualified paleontologist. The qualified paleontologist shall be empowered to halt or divert ground disturbing activities.

Level of Significance After Mitigation

Project-specific and cumulative impacts related to geology and soils would be less than significant.

4.9 Greenhouse Gas Emissions

This section of the Draft EIR analyzes potential greenhouse gas emissions impacts associated with the construction and operation of the proposed Project. The information in this section is summarized from the detailed greenhouse gas emissions analysis, **Cherry Avenue Industrial Building Greenhouse Gas Analysis**, included as **Appendix I**.

4.9.1 Regulatory Setting

Federal

Federal Clean Air Act

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-carbon dioxide gases, agricultural practices, and implementation of technologies to achieve GHG reductions. USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR® labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), the United States Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the Clean Air Act (CAA) to regulate GHGs. The Court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Federal Vehicle Emissions Standards

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the USEPA, and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S.

Mandatory Reporting of GHGs

The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of GHGs Rule, which became effective January 1, 2010. The rule requires reporting of GHG emissions from large sources and suppliers in the U.S. and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons per year or more of GHG emissions are required to submit annual reports to the USEPA.

New Source Review

The USEPA issued a final rule on May 13, 2010, that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule “tailors” the requirements of these CAA permitting programs to limit which facilities would be required to obtain Prevention of Significant Deterioration and Title V permits. The USEPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources would be subject to permitting requirements under this rule. This includes the nation’s largest GHG emitters – power plants, refineries, and cement production facilities.

SmartWay Program

The SmartWay Program is a public-private initiative between the USEPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. SmartWay effectively refers to requirements geared towards reducing fuel consumption. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the California Air Resources Board (CARB) GHG Regulation that is designed with the SmartWay Program in mind, to reduce GHG emissions by making them more fuel-efficient.

State

AB 32

The State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met). GHGs as defined under AB 32 include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorochemicals (PFCs), and sulfur hexafluoride (SF₆). Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride (NF₃), has also been added to the list of GHGs. CARB is the state agency charged with monitoring and regulating sources of GHGs. Pursuant to AB 32, CARB adopted regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 states the following:

“Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural

environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.”

SB 375

On September 30, 2008, SB 375 was signed by Governor Schwarzenegger. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California would not be able to achieve the goals of AB 32.” SB 375 does the following: it (1) requires metropolitan planning organizations (MPOs) to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

SB 375 requires MPOs to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while considering the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

- Is in an area with an approved sustainable communities strategy or an alternative planning strategy that CARB accepts as achieving the GHG emission reduction targets.
- Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
- Incorporates the MMs required by an applicable prior environmental document.

SB 350

In October 2015, the State Legislature approved, and Governor Jerry Brown signed SB 350, which reaffirms California’s commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the Renewables Portfolio Standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for EV charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill’s passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target would be achieved through the California Public Utilities Commission (CPUC), the CEC, and local publicly owned utilities.

- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which would facilitate the growth of renewable energy markets in the western United States.

SB 32

On September 8, 2016, Governor Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the State Legislature.

2017 CARB Scoping Plan

In November 2017, CARB released the Final 2017 Scoping Plan Update (2017 Scoping Plan), which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), and much cleaner cars, trucks, and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes. The 2017 Scoping Plan established an emissions limit of 260 million metric tons of CO₂ equivalent (MTCO₂e) for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

Note, however, that the 2017 Scoping Plan acknowledges that:

“[a]chieving net zero increases in GHG emissions, resulting in no contribution to GHG impacts, may not be feasible or appropriate for every project, however, and the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.”

The 2017 Scoping Plan also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 MTCO₂e or less per capita by 2030 and 2 MTCO₂e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidence-based bright-line numeric thresholds – consistent with the 2017 Scoping Plan and the State's long-term GHG goals – and projects with emissions over that amount may be required to incorporate onsite design features and mitigation measures that avoid or minimize project emissions to the degree feasible; or a performance-based metric using a climate action plan (CAP) or other plan to reduce GHG emissions is appropriate.

2022 CARB Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines Section 15183.5. The key elements of the 2022 CARB Scoping Plan focus on

transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments.

Cap-and-Trade Program

The 2022 Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program would help put California on the path to meet its goal of achieving a 40 percent reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap would be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from regulated entities by more than 16 percent between 2013 and 2020, and by an additional 40 percent by 2030. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and would decline over time, achieving GHG emission reductions throughout the program's duration.

The Cap-and-Trade Program covers approximately 80 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.

Executive Orders Related to GHG Emissions

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07

Governor Schwarzenegger signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. CARB adopted the LCFS on April 23, 2009. In 2018, CARB approved amendments to the regulation, which included strengthening the carbon intensity benchmarks through 2030 in compliance with the SB 32 GHG emissions reduction target

for 2030. The amendments included crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order S-13-08

Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy was adopted, which is the “...first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying, and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor’s executive order aligned California’s GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. The Order also requires the state’s climate adaptation plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable as to local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

Executive Order B-55-18 and SB 100

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25 percent of retail sales of electricity are required to be from renewable sources by December 31, 2016, 33 percent by December 31, 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030. SB 100 raises California’s RPS requirement to 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the California Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Executive Order N-79-20 and Advanced Clean Cars II

On August 25, 2022, CARB approved the Advanced Clean Cars II rule, which codifies the goals set out in Executive Order N-79-20 and establishes a year-by-year roadmap such that by 2035, 100 percent of new cars and light trucks sold in California will be zero-emission vehicles. Under this regulation, automakers are required to accelerate deliveries of zero-emission light-duty vehicles, beginning with model year 2026. CARB estimates that the regulation would reduce GHG emissions from light-duty vehicles by 50 percent by 2040, and that from 2026 to 2040, GHG emissions would be reduced by a cumulative 395 million metric tons.

California Regulations and Building Codes

Title 20 CCR Sections 1601 Et. Seq. – Appliance Energy Regulations

The Appliance Efficiency Regulations regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24 CCR Part 6 - California Energy Code

The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

Title 24 CCR Part 11 – California Green Building Standards Code

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. The CEC anticipates that the 2022 California Energy Code will provide 1.5 billion dollars in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made. These require, among other items:

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1).
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a maximum flow rate of not more than 1.8 gallons per minute and 80 pounds per square inch (psi) (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20

gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current DWR's Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

CARB Refrigerant Management Program

CARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in Sections 95380 to 95398 of Title 17 of the CCR. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high global warming potential (GWP) refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

Tractor-Trailer GHG Regulation

The tractors and trailers subject to this regulation must either use USEPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors MY 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There are also requirements for trailers to have low rolling resistance tires and aerodynamic devices.

Phase I and 2 Heavy-Duty Vehicle GHG Standards

In September 2011, CARB adopted a regulation for GHG emissions from HDTs and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the USEPA rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer GHG

Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The USEPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements began with MY 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) heavy-duty pickups and vans; b) vocational vehicles; and c) combination tractors. The USEPA rule does not regulate trailers.

CARB staff has worked jointly with the USEPA and the NHTSA on the next phase of federal GHG emission standards for medium-duty trucks (MDT) and HDT vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later MY HDT vehicles, including trailers. The USEPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for MDT and HDT vehicles may be pursued.

SB 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research (OPR) shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the OPR pursuant to subdivision (a).”

In 2012, Public Resources Code Section 21083.05 was amended to state:

“The Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption, to incorporate new information or criteria established by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.”

On December 28, 2018, the Natural Resources Agency announced the OAL approved the amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

Section 15064.4 was added to the CEQA Guidelines and states that in determining the significance of a project’s GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively insignificant compared to statewide, national, or global emissions. The agency’s analysis should consider a timeframe that is appropriate for the project. The agency’s analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. Additionally, a lead agency may use a model or methodology to estimate GHG emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently consider the project’s incremental

contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Regional

The Project Site is within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

SCAQMD

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

At this time, it is unknown if the project would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009, includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

Local

City of Long Beach Sustainable City Action Plan (SCAP)

The City of Long Beach adopted SCAP in February 2010. The SCAP identifies a wide range of measures potentially applicable to discretionary development that include energy conservation, water use reduction, address global warming, improve pedestrian options, transportation management and solid waste recycling. Specific goals related to GHG include reducing electricity use in city operations by 25 percent and community operations by 15 percent by 2020. Although project plans have not yet been developed to identify specific project features that would support reductions in electrical usage, adjustments were made to the California Emissions Estimator Model (CalEEMod) modeling to represent that the project would comply with the 2022 California Building Standards Code (2022 CCR Title 24).

City of Long Beach CAP

The CAP provides a framework for the City to reduce community wide GHG emissions and comply with state regulations (i.e., SB 32), and to also address the effects of climate change on the community. Under the CAP, the City aims to achieve a per SP emissions target of 3.04 MTCO_{2e}

per SP for year 2030, which would coincide with the emissions reduction target established under SB 32. To achieve this target, the City would be required to reduce emissions by 192,659 MTCO_{2e} relative to the BAU emissions forecast for year 2030. In addition to the year 2030 target, the CAP also includes a long-term net carbon neutrality goal for year 2045. This goal would require a reduction in GHG of 1,513,047 MTCO_{2e}. To meet the 2030 reduction target, the CAP includes 21 mitigation actions covering the transportation, building energy, and waste sectors. Full implementation of these mitigation actions would reduce emissions in the transportation, building energy, and waste sectors by 8 percent, 68 percent, and 24 percent, respectively. In addition to mitigation actions, the CAP also includes 40 various adaptation actions that addresses extreme heat, air quality, drought, and sea level rise and flooding. The City approved the CAP on August 16, 2022.

The City's CAP is intended to be utilized for purposes of GHG streamlining and to satisfy the requirements needed under CEQA Guidelines Section 15183 to be considered a qualified GHG reduction plan. Because the CAP includes a baseline emissions inventory and projects future emissions, identifies a community-wide reduction target, identifies strategies and measures to meet the reduction target, monitors the effectiveness of reduction measures, and was adopted in a public process subject to environmental review, the CAP is consistent with the requirements of CEQA Guidelines Section 15183 and is a qualified GHG reduction plan.¹

4.9.2 Environmental Setting

Climate Change Setting

Introduction to Global Climate Change (GCC)

GCC is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including CO₂, CH₄, N₂O, and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, Section 4.0 will evaluate the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

Global Climate Change Defined

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from

¹ Long Beach Climate Action Plan, Adopted in August 2022. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/lb-cap/adopted-lb-cap_-aug-2022>. Accessed January 19, 2024.

10 years to more than 100 years. These gases allow solar radiation into the earth’s atmosphere, but prevent radiative heat from escaping, thus warming the earth’s atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth’s average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth’s atmosphere is considered to be the cause for the observed increase in the earth’s temperature.

GHGs and Health Effects

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and as discussed in **Table 4.9-1**. For the purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

Table 4.9-1: Description of Identified Greenhouse Gases

GHG	Description, Sources, and Health Effects
Water	<p>Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere.</p> <p>As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth’s surface and heat it up).</p> <p>The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p> <p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p>
CO₂	<p>CO₂ is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO₂ concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO₂ in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.</p> <p>CO₂ is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO₂ is</p>

GHG	Description, Sources, and Health Effects
	<p>naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.</p> <p>Outdoor levels of CO₂ are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO₂ can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO₂ in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15-minute period.</p>
CH₄	<p>CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO₂ and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.</p> <p>CH₄ in the atmosphere is generated by many different sources, such as fossil fuel production, transport and use, from the decay of organic matter in wetlands, and as a byproduct of digestion by ruminant animals such as cows. Determining which specific sources are responsible for variations in annual increases of CH₄ is complex, but scientists estimate that fossil fuel production and use contributes roughly 30% of the total CH₄ emissions. These industrial sources of CH₄ are relatively simple to pinpoint and control using current technology.</p> <p>CH₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH₄ can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.</p>
N₂O	<p>N₂O, also known as laughing gas, is a colorless GHG. Concentrations of N₂O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).</p> <p>N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions).</p> <p>N₂O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).</p>
Chloro fluoro carbons (CFCs)	<p>CFCs are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).</p> <p>CFCs have no natural source. They are found in aerosol sprays, blowing agents for foams and packing materials, as solvents, and as refrigerants.</p> <p>In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.</p>
HFCs	<p>HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant.</p> <p>HFCs are manmade for applications such as automobile air conditioners and refrigerants.</p> <p>No health effects are known to result from exposure to HFCs.</p>
PFCs	<p>PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). The EPA estimates that concentrations of CF₄ in the atmosphere are over 70 parts per trillion (ppt).</p> <p>The two main sources of PFCs are primary aluminum production and semiconductor manufacture.</p> <p>No health effects are known to result from exposure to PFCs.</p>
SF₆	<p>SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.</p> <p>SF₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.</p> <p>In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the O₂ needed for breathing.</p>

GHG	Description, Sources, and Health Effects
Nitrogen Trifluoride (NF₃)	NF ₃ is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF ₃ has a 100-year GWP of 17,200.
	NF ₃ is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.
	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

The potential health effects related directly to the emissions of CO₂, CH₄, and N₂O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health.

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35% under the lower warming range to 75 to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. Based on Our Changing Climate Assessing the Risks to California by the California Climate Change Center, large wildfires could become up to 55% more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a significant increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Increases in Earth’s ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport those higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

Global Warming Potential

GHGs have varying GWP values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and thus has a GWP of 1. CO₂ equivalent (CO₂e) is a term used for describing the difference GHGs in a common unit. CO₂e signifies the amount of CO₂ which would have the equivalent GWP.

The atmospheric lifetime and GWP of selected GHGs are summarized at **Table 4.9-2**. As shown in the table below, GWP for the 2nd Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)’s scientific and socio-economic assessment on climate change, range from 1 for CO₂ to 23,900 for SF₆ and GWP for the IPCC’s 6th Assessment Report range from 1 for CO₂ to 24,300 for SF₆.

Table 4.9-2: GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)
		6 th Assessment
CO ₂	See note*	1
CH ₄	12.4	28
N ₂ O	121	273
HFC-23	222	14,600
HFC-134a	13.4	1,530
HFC-152a	1.5	164
SF ₆	3,200	24,300

Notes:
 *As per Table 7.SM.7 of IPCC's 6th Assessment Report, no single lifetime can be given.

Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007

State of California GHG Emissions Inventory

California has slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs but is still a substantial contributor to the United States (U.S.) emissions inventory total. The CARB compiles GHG inventories for the State of California. Based upon the 2021 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.2 million metric tons of CO₂e per year (MMT CO₂e/yr) or 418,200 Gg CO₂e (6.26% of the total United States GHG emissions).

Effects of Climate Change in California

Water Resources

A network of man-made reservoirs and aqueducts captures and transports water throughout the state. Roughly 60 percent of the City's water is derived from groundwater with the remaining 40 percent imported from the Colorado River and the California Delta via the California Aqueduct. Approximately 25% of this water comes from the Colorado River and 15% from the California Delta. Approximately 85-90% of the Colorado River's water originate in melting snowpack from the Rocky Mountains. Similarly, the rivers that empty through the California Delta rely on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the spring snowpack in the Rocky Mountains and the Sierra Nevada. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25% of the water supply needed. Although higher CO₂ levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55%, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

Existing Site Greenhouse Gas Emissions

As described in Chapter 2, *Project Description*, the Project site is currently developed with eight single-story industrial buildings, ranging from 300 to 42,300 SF. **Table 4-9.3: Existing Project Site Emissions (2023)** summarizes the estimated operation-source GHG emissions currently associated with existing development. Existing GHG emissions were modeled assuming 308,000

SF of unrefrigerated warehouse uses and a 7.09-acre parking lot utilizing CalEEMod model defaults and trip characteristics available in the Cherry Avenue Industrial Building Traffic Analysis, which is included as **Appendix I** to this Draft EIR. Detailed operation model outputs are provided in the **Appendix I**.

Table 4.9-3: Existing Project Site Emissions (2023)

Emission Source	Emissions (MT/yr)				Total CO ₂ e
	CO ₂	CH ₄	N ₂ O	R	
Mobile Source	127.00	<0.005	<0.005	0.26	129.00
Area Source	6.25	<0.005	<0.005	0.00	6.27
Energy Source	543.00	0.05	<0.005	0.00	5.45
Water	99.30	2.32	0.06	0.00	174
Waste	25.80	2.58	0.00	0.00	90.40
Total CO ₂ e (All Sources)					944.67

4.9.3 Impact Analysis

Methodology

CalEEMod

The proposed Project has the potential to affect GHGs through construction-source and operational-source emissions. Emissions associated with the proposed Project were calculated using the latest version of the California Emissions Estimator Model (CalEEMod) version 2022.1.

The purpose of CalEEMod is to calculate construction-source and operational-source criteria pollutants (VOCs, NO_x, SO_x, CO, PM10, and PM2.5) and GHG emissions from direct and indirect sources, and to quantify applicable air quality and GHG reductions achieved from mitigation measures. The full methodology as well as output from the model runs for both construction and operational activity are provided in **Appendix I**.

Construction Emissions

Calculation of construction-related emissions is based on activities associated with construction of the proposed Project. Construction activities would include demolition/crushing of the existing structures and surfaces, site preparation, grading, building construction, site paving, and application of architectural coating. CalEEMod was utilized to calculate GHG emissions resulting from use of construction equipment during this phase of activity as well as on-road vehicle emissions from vehicle usage for construction workers, vendor trucks, and haul trucks traveling to and from the site. CalEEMod defaults for vendor trips were adjusted based on a ratio of the total vendor trips to the number of days of each subphase of construction. The analysis also accounted for off-site improvements associated with Project-related roadway construction and utility installation.

Construction equipment employed would include concrete/industrial saws, excavators, rubber-tired dozers, crushing and processing equipment, crawler tractors, graders, scrapers, cranes, forklifts, generator sets, tractors, loaders, backhoes, welders, paving equipment, rollers, water trucks, and airless paint pumps. Each piece of equipment was assumed to operate for up to eight hours a day during the applicable phase of construction. For purposes of the analysis,

construction of the proposed Project is expected to commence in July 2024 and would end in August 2025.

Operational Emissions

As discussed in Section 2.9, *Tenant Use Options*, the proposed Project would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses. The design and construction of the proposed industrial building would be relatively similar regardless of the which Tenant Use Option ultimately uses the facility; however, operation of the Project would vary noticeably between the Tenant Use Options, including mobile vehicle fuel consumption and stationary source energy use. Accordingly, the GHG analysis accounts for each of the Tenant Use Options. The Tenant Use Options include the following:

- Tenant Use Option 1: 304,344 SF Manufacturing
- Tenant Use Option 2: 304,344 SF General Light Industrial
- Tenant Use Option 3: 304,344 SF Warehouse
- Tenant Use Option 4: 304,344 SF High-Cube Fulfillment (Non-Sort)
- Tenant Use Option 5: 304,344 SF High-Cube Cold Storage
- Tenant Use Option 6: 76,086 SF Manufacturing and 228,258 SF Warehouse
- Tenant Use Option 7: 76,086 SF Manufacturing and 228,258 SF High-Cube Transload

Operation of the proposed Project results in emissions from area sources (e.g., landscaping, maintenance equipment.), mobile sources (e.g., on-site cargo handling equipment, automobiles, and trucks), stationary sources (e.g., boilers, spray booths, and emergency generators), and transport refrigeration units (TRUs) (Tenant Use Option 5, only).

Energy source emissions would include emissions produced through generation of electricity. The proposed Project would not use equipment or appliances powered by natural gas. Furthermore, except for the office portions of the proposed building, the facility would be largely unconditioned.

Mobile source emissions were primarily derived from vehicle trips generated by the proposed Project, including employee trips to and from the site and truck trips associated with the various Tenant Use Options. Trip generation rates and vehicle fleet mix used in the analysis were derived from the *Cherry Avenue Industrial Building Traffic Analysis*, included as **Appendix I**. Passenger vehicle and truck trip lengths were derived from the *Cherry Avenue Industrial Building Supplemental Vehicle Miles Traveled (VMT) Analysis*, included as **Appendix I**. Emissions estimates for on-road travel and on-site cargo handling equipment were calculated using CalEEMod.

For purposes of calculating stationary source emissions, it was anticipated that each Tenant Use Option would install a 300 hp diesel powered emergency fire pump. Additionally, it was assumed that Tenant Use Option 5 would require an additional 1,500 hp diesel-powered emergency backup generator.

Because Tenant Use Option 5 would include cold storage, the analysis accounted for cold-storage trucks equipped with TRUs. The TRU calculations are based on Emissions FACTor Model version 2021 (EMFAC2021), developed by the CARB. EMFAC2021 only provides an emission inventory,

and this was converted into emission rates to accurately calculate emissions from TRU operations.

Consistency with Applicable Plans and Policies

The Project's GHG emission impacts are evaluated by assessing the Project's consistency with applicable GHG reduction strategies and local actions approved or adopted by CARB, SCAG, and the City. As there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions.

To evaluate consistency with the CAP, the proposed Project is required to demonstrate conformance by:

- Demonstrating consistency with the City's General Plan
- Determining if the Project screens out of the CAP Action consistency
- Demonstrating consistency with the CAP GHG Emission Reduction Action
- Identifying alternative Project emission reduction measures and additional GHG reductions
- Demonstrating consistency with the CAP Adaption Actions

The Project's consistency with the CAP is demonstrated in the "CAP Greenhouse Gas Emissions Reduction Action Consistency Checklist" that is appended to the Cherry Avenue Industrial Building Greenhouse Gas Analysis, which is included as **Appendix I** to this Draft EIR.

Thresholds of Significance

An impact is considered significant if the Project would:

- **GHG -1:** Generate GHG emissions either directly or indirectly, that may have a significant impact on the environment.
- **GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

CEQA Guidelines Section 15064.4(a) further states, ". . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . . ; or (2) Rely on a qualitative analysis or performance-based standards."

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

As noted in Section 4.8.1, *Regulatory Setting*, the City has adopted a qualified CAP that is included in the City's General Plan Land Use Element and fulfills the requirements of the overarching State regulations on GHG reduction (AB 32 and SB 32). The 2022 Scoping Plan promotes compliance with a local GHG reduction strategy (e.g., CAP) consistent with CEQA Guidelines section 15183.5. Accordingly, if the Project is consistent with the CAP, the Project would also be consistent with the 2022 Scoping Plan. The CAP allows the City to review plans and projects for consistency with GHG reduction strategies and targets included in the CAP in lieu of a project-specific GHG CEQA analysis.² Therefore, because the CAP is consistent with State and local reduction targets, the evaluation of the Project for consistency with the CAP is used by the City in this EIR as the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

Project Impacts

Threshold GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1: Less Than Significant Impact

As described above in Section 4.9.3, *Methodology*, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project's GHG-related impacts on the environment. However, the Project-level emissions estimates associated with construction and operation of the proposed Project are included below for informational purposes, as the results of the CalEEMod outputs were used to supplement the conclusions of the completed CAP checklist. The GHG emissions summarized below are based on the results of CalEEMod outputs that were prepared for the Project based on the proposed construction and operational activities. The CalEEMod outputs are included in full as **Appendix I**.

Construction Emissions

Project construction activities would generate CO₂, CH₄, and N₂O emissions. Construction-related emissions are expected from the following construction activities: demolition/crushing, site preparation, grading, building construction, paving, and architectural coating. For purposes of

² Long Beach Climate Action Plan, Adopted in August 2022. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/lb-cap/adopted-lb-cap_-aug-2022> (accessed January 19, 2024).

analysis, construction of Project is expected to commence in July 2024 and would end in August 2025. The construction schedule utilized in the analysis, shown in **Table 4.9-4: Construction Duration**, represents a “worst-case” analysis scenario should construction occur any time after the respective dates.

Table 4.9-4: Construction Duration

Construction Activity	Start Date	End Date	Days
Demolition/Crushing	07/25/2024	08/28/2024	25
Site Preparation	08/29/2024	09/11/2024	10
Grading	09/12/2024	10/30/2024	35
Building Construction	10/31/2024	08/06/2025	200
Paving	07/01/2025	08/06/2025	27
Architectural Coating	05/22/2025	08/06/2025	55

Consistent with industry standards and typical construction practices, each piece of equipment listed in **Table 4.9-5: Construction Equipment Assumptions** would operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City Code.

Table 4.9-5: Construction Equipment Assumptions

Construction Activity	Equipment	Quantity	Hours Per Day
Demolition/Crushing	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
	Crushing/Proc. Equipment	1	8
	Water Trucks	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Excavators	1	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	4	8
	Crawler Tractors	1	8
	Water Trucks	1	8
Building Construction	Cranes	2	8
	Forklifts	5	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	5	8
Paving	Welders	2	8

Construction Activity	Equipment	Quantity	Hours Per Day
	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Airless Paint Pumps	1	8

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in **Table 4.9-6: Amortized Annual Construction Emissions**.

Table 4.9-6: Amortized Annual Construction Emissions

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
2024	617.52	0.03	0.05	0.34	632.11
2025	572.79	0.02	0.02	0.31	579.42
Total GHG Emissions	1,190.31	0.05	0.06	0.66	1,211.53
Amortized Construction Emissions	39.68	1.74E-03	2.15-03	0.02	40.38

Operational Emissions

Operational activities associated with the Project would result in emissions of CO₂, CH₄, and N₂O from the following primary sources: area source emissions, energy source emissions, mobile source emissions, on-site cargo handling equipment emissions, water supply, treatment and distribution, solid waste, refrigerants, stationary source emissions, and TRU emissions (Tenant Use Option 5 only).

Area Source Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

Energy Source Emissions

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect

emissions. Under all Tenant Use Options, the Project would install solar photovoltaic panels with sufficient capacity to offset 100% of the Project's electrical demand. In addition, none of the Tenant Use Options would utilize natural gas.

Mobile Source Emissions

The Project related operational GHG emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip generation rates and vehicle fleet mix available from the Cherry Avenue Industrial Building Traffic Analysis were utilized in this analysis. Trip lengths for passenger vehicles and trucks were obtained from the *Cherry Avenue Industrial Building Supplemental Vehicle Miles Traveled (VMT) Analysis*. For more details, please refer to **Appendix I** to this Draft EIR.

On-Site Cargo Handling Equipment Emissions

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For the proposed Project, on-site modeled operational equipment includes up to one (1) 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year.

Water Supply, Treatment and Distribution

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Solid Waste

Industrial land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.

Refrigerants

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA (2016b). CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the Project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.

Stationary Sources

It is anticipated that under each Tenant Use Option, the Project would utilize a 300 hp diesel-powered emergency fire pump. Additionally, under Tenant Use Option 5, it was assumed that the Project would utilize an additional 1,500 hp diesel-powered emergency backup generator. For analytical purposes, it is anticipated that the fire pump and emergency generator would each operate for a maximum time of 0.5 hours per day and 50 hours per year for maintenance and testing purposes.

TRU Emissions (Tenant Use Option 5 Only)

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage. For modeling purposes, 228 two-way truck trips have been estimated to include TRUs (e.g., all truck trips that would be associated with up to 304,344 SF of high-cube cold storage use identified for Tenant Use Option 5). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on data contained within EMFAC2021. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of Project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with Project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations.

Proposed Project GHG Emissions

Table 4.8-7: Project GHG Emissions Summary summarizes the operational-source GHG emissions for each Tenant Use Option. For detailed GHG emissions by operational emission source (mobile source, area source, energy source, etc.), please refer to the Cherry Avenue Industrial Building Greenhouse Gas Analysis included as **Appendix I** to this Draft EIR.

Table 4.8-7: Project GHG Emissions Summary

Emission Source	Total CO ₂ e (MT/yr)
Tenant Use Option 1	2,847.49
Tenant Use Option 2	2,342.49
Tenant Use Option 3	2,328.08
Tenant Use Option 4	866.08
Tenant Use Option 5	4,801.62
Tenant Use Option 6	2,454.36
Tenant Use Option	1,500.36

*Source: Cherry Avenue Industrial Building Greenhouse Gas Analysis, December 2023
 Prepared by: Urban Crossroads*

Threshold GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2: Less Than Significant Impact

The CAP Checklist is designed to assist the project applicant in identifying the minimum GHG emission reduction actions and other applicable sustainability-focused requirements specific to a proposed project or plan. Project consistency with the CAP is included in **Appendix I** of this Draft EIR. The conclusions of provided in the CAP checklist are based on the proposed construction and operational activities and associated GHG emissions (refer to Impact GHG-1). In summary, the determinations in the CAP checklist are as follows:

- The proposed Project is consistent with existing land use designations included in the City of Long Beach 2019 General Plan Land Use Element and does not propose a zone change or General Plan amendment.
- The proposed Project was not screened from further analysis as it would not achieve emissions of 1.4MTCO₂e per service population or less. Accordingly, the CAP Checklist provides following conclusions regarding the Project's consistency with applicable CAP GHG Emission Reduction Actions. Please refer to the CAP Checklist in **Appendix I** for additional CAP Actions that were determined to be not applicable.
 - The proposed Project would comply with CAP GHG Emission Reduction Action #1 (Building Energy, Tier 1: Zero-Carbon Electricity). Specifically, the proposed Project would fulfill Tier 1.1, which requires installation of on-site renewable energy systems or participation in a community solar program to supply 100% of the proposed Project's estimated energy demand to the maximum extent feasible. Under all Tenant Use Options, the Project would install solar photovoltaic panels with sufficient capacity to offset 100% of the Project's electrical demand.
 - The proposed Project would comply with CAP GHG Emission Reduction Action #3 (Building Energy, Tier 1: Comply with All City Building Energy Codes and Ordinances). Refer to Draft EIR Section 4.7, *Energy*, for additional information on this topic.
 - The proposed Project and its private waste haulers would comply with CAP GHG Emission Reduction Action #5 (Waste, Tier 1: Recyclable Materials Recycling) and Action #6 (Waste, Tier 1: Organics Composting). Refer to Draft EIR Section 4.20, *Utilities and Service Systems*, for additional information on this topic.
 - The proposed Project would comply with CAP GHG Emission Reduction Action #9 (Transportation, Tier 1: Trip Reduction Features to Reduce Vehicle Miles Traveled). The proposed Project would encourage future employees to utilize public transit and provide bicycle parking.
 - The proposed Project would comply with CAP GHG Emission Reduction Action #10 (Transportation, Tier 1: Incorporate Pedestrian Infrastructure) and Action #11 (Transportation, Tier 1: Incorporate Bicycle Infrastructure). The proposed Project would provide bicycle parking.
 - The proposed Project would comply with CAP GHG Emission Reduction Action #12 (Transportation, Tier 1: Incorporate Electric Vehicle Charging Infrastructure). The proposed Project would provide EV charging infrastructure.

- The proposed Project would comply with CAP GHG Emission Reduction Action #13 (Transportation, Tier 1: Comply with the City's TDM Ordinance) and Action #14 (Transportation, Tier 1: Comply with the City's Transportation Impact Guidelines). Pursuant to the Project's VMT analysis, the Project meets the City's TIA Guidelines. Refer to Draft EIR Section 4.18, *Transportation*, for additional information on this topic.
- The proposed Project would comply with the following applicable CAP Adaptation Actions for Extreme Heat, Drought, and Sea Level Rise and Flooding:
 - Extreme Heat CAP Adaptation Action #1 (Incorporate Cool Roofs, Cool Walls, Reflective Streets, Cool Surfaces, and Shade Canopies), Action #2 (Incorporate Tree Plantings and Expand Urban Forest Cover), Action #3 (Incorporate Bus Shelter Amenities), Action #4 (Install Photocatalytic Tiles), and Action #6 (Use Electric Lawn and Garden Equipment, Outdoor Power Equipment, and Other Small Equipment).
 - Drought CAP Adaptation Action #7 (Implement Water Use Efficiency and Water Conservation) and Action #8 (Incorporate Green Infrastructure and Green Streets).
 - Drought CAP Action #9 (Use Recycled Water and Greywater for Non-Potable Uses; Includes Rainfall Capture). The proposed Project would install a rainfall capture system with barrels and a water connection.
 - Sea Level Rise CAP Adaptation Action #11 (Comply with the City's Current Stormwater Management Plan). Refer to Draft EIR Section 4.20, *Utilities and Service Systems*, for additional information on this topic.

The CAP Checklist will be included in the respective Project or plan conditions of approval. Therefore, as the Project would be in conformance with the CAP, as evidenced by the CalEEMod model outputs summarized in Impact GHG-1 and the CAP Checklist included in **Appendix I**, the proposed Project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts are considered less than significant.

Cumulative Impacts

Section 3.3, Cumulative Development, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Greenhouse Gas Emissions. In the case of global climate change, the proximity of the Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. Furthermore, project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, an analysis of a project's GHG emission impacts also serves as a cumulative impact assessment.

As discussed in Section 4.8, Greenhouse Gas Emissions, implementation of the Project would not conflict with the qualified CAP that is included in the City's General Plan Land Use Element and fulfills the requirements of the overarching State regulations on GHG reduction (AB 32 and SB 32). Accordingly, the Project is consistent with the 2022 Scoping Plan. All related projects would be required to comply with applicable plans, policies, or regulations adopted. Furthermore, Project construction activities would generate CO₂, CH₄, and N₂O emissions. Construction-related emissions are expected from the following construction activities: demolition/crushing, site preparation, grading, building construction, paving, and architectural coating. Operational

activities associated with the Project would result in emissions of CO₂, CH₄, and N₂O Project impacts for construction and operations would be less than significant. Therefore, project-related GHG emissions and their contribution to global climate change are cumulatively considerable, and GHG emission impacts would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to GHG emissions and compliance with applicable plans, policies, and regulations would be less than significant.

4.10 Hazards and Hazardous Materials

This section of the EIR describes the potential hazards (other than geologic, flood, and wildfire hazards) associated with construction and operation of the proposed Project. This section of the Draft EIR is based on the January 2022 Phase I Environmental Site Assessment (ESA) and the November 2022 Soil Management Plan, prepared by Ramboll and included as **Appendix J**.

4.10.1 Regulatory Setting

Federal

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act, as amended (CERCLA)(42 U.S.C. § 9601 *et seq.*), commonly known as the “Superfund,” provides federal funding to identify and remediate hazardous materials sites. CERCLA establishes requirements concerning closed and abandoned hazardous materials sites; provides for liability of persons responsible for releases of hazardous materials at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enabled revision of the National Contingency Plan (NCP). The NCP (40 CFR Part 300) established the National Priorities List, identifying hazardous materials cleanup sites around the country and provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous materials.

The Superfund process includes conducting a preliminary site assessment/inspection, listing on the National Priorities List (NPL), preparation of a remedial investigation/feasibility study (RI/FS), a record of decision identifying the cleanup method, remedial design, and remedial action. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund.

The Superfund Amendments and Reauthorization Act (SARA) reauthorized and amended CERCLA to provide clarification on the law, new means of enforcement, and increased State and citizen involvement in the Superfund program. SARA increased the Superfund trust fund to \$8.5 billion.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA)(15 U.S.C. ch. 53, subch. I §§ 2601–2629) Charged the U.S. EPA with the authority to regulate testing, record keeping, and reporting requirements for certain chemical substances. Specific substances, including polychlorinated biphenyls (PCBs), asbestos, lead-based paint, and radon were specifically addressed by the TSCA.

Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

Resource Conservation and Recovery Act (RCRA)(42 U.S.C. ch. 82 § 6901 *et seq.*) authorized the U.S. EPA with enacting a “cradle to grave” system of regulating hazardous wastes. This includes enabling, reporting, and record keeping requirements for the generation, transportation, treatment, storage, and disposal of hazardous wastes.

Emergency Planning and Community Right-to-Know Act

The federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to

report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the U.S. EPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act of 1975 (HMTA)(49 U.S.C. §§ 5101–5127) authorizes the U.S. Department of Transportation (DOT) to regulate the transportation of hazardous materials in the United States. The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing).

Clean Water Act

The Clean Water Act (CWA) (33 U.S.C. Section 1251 *et seq.*) was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine Regional Water Quality Control Boards (RWQCBs). The proposed Project is within the jurisdiction of the Los Angeles RWQCB.

Section 402 of the Clean Water Act authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permit.”

Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

Occupational Safety and Health Act

Congress passed the Occupational and Safety Health Act of 1970 (OSH Act)(29 U.S.C. §651 *et seq.*) to ensure worker and workplace safety. The OSH Act was intended to ensure that employers provide places of employment free from recognized hazards to safety and health. The OSH Act established the National Institute for Occupational Safety and Health (NIOSH) as the research institution for the Occupational Safety and Health Administration (OSHA), a division of the U.S. Department of Labor that oversees the administration of the OSH Act. OSHA’s Hazardous Waste

Operations and Emergency Response Standard applies to five groups of employers and their employees. This includes any employees who are exposed or potentially exposed to hazardous substances (including hazardous waste) and who are engaged in clean-up operations; corrective actions; voluntary clean-up operations; operations involving hazardous wastes at treatment, storage, and disposal facilities; and emergency response operations.

State

California Fire Code

The California Fire Code is included in the California Building Standards Code (Cal. Code of Regs., Tit. 24, Part 9). The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act (Business Plan Act)(Health and Saf. Code, Div. 20, Ch. 6.95), requires businesses using hazardous materials to prepare a plan that describes their facilities, hazardous materials inventories, emergency response plans, and training programs. Businesses must submit this information to their respective County Department of Environmental Health (DEH). The DEH verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material. These plans must include, but are not limited to:

- Protocols for immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act of 1972 (Health and Saf. Code, § 25100 *et seq.*) created the State hazardous waste management program, which is similar to, but more stringent than, the federal RCRA program. The act is implemented by regulations contained in Title 26 of the California Code of Regulations, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The CUPA designated for the City of Long Beach is the Long Beach Fire Department and Long Beach Environmental Health Department.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA.

The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (“Tiered Permitting”); Aboveground Petroleum Storage Tank Spill Prevention, Control, and Countermeasure (SPCC) plans; Hazardous Materials Release Response Plans and Inventory Program (Hazardous Materials Disclosure or “Community-Right-To-Know”); California Accidental Release Prevention Program (Cal ARP); Underground Storage Tank (UST) Program; and Uniform Fire Code Plans and Inventory Requirements.

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) is a department of the California Environmental Protection Agency (CalEPA) with responsibility for implementing and enforcing California’s own hazardous waste laws (known collectively as the Hazardous Waste Control Law). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called “non-RCRA hazardous wastes.” Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

The Hazardous Waste and Sites List (Cortese List)(Gov. Code Sec. 65962.5) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the SWRCB as having underground storage tank leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. Employers are required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 Cal. Code Regs. §§ 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. In addition, Cal/OSHA regulates medical and/or infectious waste.

CalOSHA has established construction-related asbestos standards (Cal. Code Regs., Art. 4, Sec. 1529) and industrial-related asbestos standards (Cal. Code Regs., Art. 4, Sec. 5208). These standards regulate handling and disposal of asbestos encountered during construction and industrial activity. Construction related asbestos standards apply to exposure associated with construction work such as demolition and excavation. The industrial standards apply to all industrial activity that falls under CalOSHA purview.

CalOSHA has also established standards addressing lead paint encountered during construction (Cal. Code Regs., Art. 4, Sec. 1532.1). These standards include exposure assessment, safety requirements, and employee training pertaining to lead exposure and handling.

Regional

South Coast Air Quality Management District

Los Angeles County lies within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the South Coast Air Basin (SCAB). The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of SCAQMD rules that are required of construction activities associated with the proposed Project:

Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce Particulate Matter of 10 microns or less (PM10) emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.

Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

- a) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
- b) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- c) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- d) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.

Rule 1166 – This rule sets requirements to control the emission of volatile organic compounds (VOC) from excavating, grading, handling, and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

Rule 1466 – This rule requires minimization of off-site fugitive dust emissions from earth-moving activities at sites containing specific toxic air contaminants by establishing dust control measures.

Included among the provisions of Rule 1466 are requirements for ambient PM10 monitoring, dust control measures, and notification, signage, and recordkeeping requirements. Rule 1466 does not apply to earth-moving activities of soil with applicable toxic air contaminant(s) of less than 50 cubic yards.

Rule 1403 – This rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials (ACM).

Local

City of Long Beach General Plan

The Public Safety Element includes goals and objectives to address the City's safety goals, fire protection, geologic hazards, crime prevention, man-made disasters, and risk management. The Public Safety Element is a planning document that primarily addresses hazards that could affect large segments of the population and does not include specific regulatory requirements. The following goals are applicable to the proposed Project:

Development Goals

Goal 11: Critically evaluate proposed public and private actions, which may pose safety hazards to residents or visitors.

Protection Goals

Goal 2: Protect existing land uses from the intrusion of safety hazards.

City of Long Beach Municipal Code

The Long Beach Municipal Code includes the following applicable regulations regarding hazards and hazardous materials:

- **Chapter 8.85: Underground and Aboveground Storage Tanks.** The purpose of this chapter is to designate the Long Beach CUPA as the Unified Program Agency for purposes of enforcing and assuming responsibility for the regulation of the underground storage of hazardous substances within Long Beach, and as the local agency enforcing the Aboveground Petroleum Storage Act requirements under State law.
- **Chapter 8.86: Hazardous Materials Release Response Plans and Inventory.** The purpose of this chapter is to designate the Long Beach/Signal Hill CUPA as the administering agency for Long Beach for the enforcement and regulation of Chapter 6.95 of Division 20 of the California Health and Safety Code and Article 80 of the Uniform Fire Code and all applicable regulations thereunder.
- **Chapter 8.87: Hazardous Waste Control.** The purpose of this chapter is to designate the Long Beach CUPA as the administering agency for the enforcement and regulation of Chapter 6.5 of Division 20 of the California Health and Safety Code, and the applicable requirements thereunder, within the jurisdiction of the City.
- **Chapter 8.88: Hazardous Materials – Cleanup.** The purpose of this chapter is to require compliance with the hazardous waste control laws and to require proper cleanup methods and procedures for spills of hazardous material.

- **Chapter 8.96: Stormwater and Runoff Pollution Control.** The purpose of this chapter is to protect and improve water quality of receiving waters in a manner that is consistent with the federal Clean Water Act.
- **Chapter 18.48: Fire Code.** The City adopted the 2022 California Fire Code, as Long Beach Municipal Code Chapter 18.48.010 – Adoption of California Fire Code.

4.10.2 Environmental Setting

The following sections describe the environmental setting based on the Phase I ESA conducted for the Project site. The Phase I ESA was completed in January 2022 and is included as **Appendix J**.

Existing Conditions

The Project site is in an urbanized area of the City, which includes commercial, industrial, and residential uses.¹ To Project site is bounded on the north by the West Hynes Tank Farm, on the east by a Union Pacific rail line and the East Hynes Tank Farm beyond, to the south by the Los Angeles County Department of Animal Care and Control and a retail shopping center, and to the west by Cherry Avenue. Cherry Avenue is lined by a mix of commercial businesses, a church, and some residential development. The nearest residential use is located approximately 200 feet northwest of the Project site.

Harte Elementary School, located at 1671 East Phillips Street, is located approximately 0.23 miles southwest of the Project site. There are no other schools located within 0.25 mile of the Project site.

The nearest airport to the Project site is Long Beach Airport, located approximately 2.48 miles to the south. Review of the Long Beach Airport's Airport Influence Area Map² indicates the Project site is outside of the Airport Influence Area boundaries. Therefore, no further analysis concerning this Airport is warranted. Additionally, there are no other airports or airstrips within 2.0 miles of the Project site.

Asbestos-containing Construction Materials

A building material is considered to be ACM if at least one sample collected from the homogenous material shows asbestos present in an amount greater than one percent (>1%). Materials with less than one percent (<1%) asbestos are not regulated by the U.S. EPA or OSHA. However, the California Division of Occupational Safety and Health (DOSH) does regulate materials with greater than one-tenth of one percent (>0.1%) under California Code of Regulations (CCR) Title 8, §1529. These materials are considered asbestos-containing construction materials (ACCM). Prior to the 1980s, a variety of building construction materials commonly used asbestos for insulation and as a fire retardant. A survey completed in 2020 collected samples from portions of the administrative office building, the marine warehouse, and the prefabricated office building. Of the 181 bulk samples collected, seven samples of black adhesive associated with carpet tiles were found to contain ACM. Because of the age of the buildings to be demolished on the Project site, the EIR assumes the presence of ACM.

¹ City of Long Beach. 2019. Place Types and Height Standards. <<https://www.longbeach.gov/lbds/planning/advance/maps/land-use-district-maps2/>>

² County of Los Angeles. 2003. Long Beach Airport: Airport Influence Area. https://case.planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf.

Lead-Based Paint

The California Department of Public Health (CDPH) (as defined in Title 17 CCR) and United States Department of Housing and Urban Development (HUD) define lead-based paint (LBP) as paints containing greater than 1.0 mg/cm², as well as paints containing greater than or equal to 0.5 percent lead by weight or 5,000 mg/kg or ppm total lead. Paint containing less than these amounts but greater than the limit of detection is generally termed “lead-containing paint” (LCP). LBP and LCP generally do not pose a health risk unless the material is disturbed or sufficiently deteriorated to produce dust, which may be airborne and inhaled or ingested. Structures constructed prior to 1978 may contain LBP. In 1978, the federal government banned the consumer use of lead-containing paint. An LBP survey of the Project site was not conducted as part of the Phase I ESA. A limited LBP survey was conducted in 2020. Of the three paint chips collected, no LBP was identified; however, lead-containing paint above the laboratory reporting limit was found in one of the samples. Accordingly, because of the age of the buildings, the EIR assumes the presence of LBP.

Radon

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The U.S. EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. Review of the U.S. EPA Map of Radon Zones places the Project site in Zone 2. Zone 2 has a moderate potential for radon levels between 2.0 and 4.0 picocuries per liter (pCi/L). Based upon the radon zone classification, radon is not considered to be a significant environmental concern for the Project site.³

Disaster and Evacuation Routes

Disaster routes are transportation routes, such as freeway, highway, or arterial routes, which are pre-identified for use during times of crisis.⁴ These routes are used to bring in emergency personnel, equipment, and supplies to impacted areas, to save lives, protect property, and minimize environmental impacts. During a disaster, these routes have priority for clearing, repairing, and restoration over all other roads. The County of Los Angeles states that “Disaster Routes are not Evacuation Routes. Although an emergency may warrant a road be used as both a disaster and evacuation route, they are completely different. An evacuation route is used to move the affected population out of an impacted area.” Evacuation routes depend on the nature and location of the emergency or disaster. The County of Los Angeles designates Cherry Avenue adjacent to the Project site a Disaster Route.⁵

Wildfires

The California Department of Forestry and Fire Protection (CalFire) maps identify fire hazard severity zones in state and local responsibility areas for fire protection. The Project site is not within an area designated as a very high fire hazard severity area.⁶

³ USEPA. (2018). Radon Zones Map. <https://www.epa.gov/sites/default/files/2018-12/documents/radon-zones-map.pdf>.

⁴ Los Angeles County Public Works Department, 2023. Disaster Routes, <<https://pw.lacounty.gov/dsg/disasterroutes/>>, (accessed November 8, 2023).

⁵ Los Angeles County Public Works Department, 2008. *Cities of Long Beach and Signal Hill*, <<https://pw.lacounty.gov/dsg/DisasterRoutes/map/Long%20Beach.pdf>>, (accessed November 8, 2023).

⁶ CalFire. 2023. *Fire Hazard Severity Zone Viewer*, <<https://legis.fire.ca.gov/FHSZ/>>, (accessed September 2023).

Historical and Present Uses

The Project site is currently developed with an approximately 32,815 SF office building and several single-story industrial buildings, including a garage building, an operations control center and conference room, a warehouse/office building, a telecommunications shop, office, and fitness center, an electrical shop and offices, a marine warehouse, a prefabricated office building, and other structures including a file storage room that once served as a laboratory, a wash rack, and some small sheds. The total area of the ancillary structures is approximately 11,025 SF.

At the time the Phase I ESA was completed, Pacific Pipeline System, LLC, the former owner of the property, was operating in part of the Project site, including the office building. Previously, O.C. Vacuum, a hazardous materials transporter and industrial services company, occupied parts of the garage building, the telecommunications shop, office, and fitness center building, and a portion of the storage yard. Zenith Energy West Coast Terminals occupied a portion of the office building. Both tenants vacated the premises in 2021. Pacific Pipeline System, LLC, was in the process of vacating the Project site at the time the Phase I ESA was completed.

As discussed in Section 4.6, *Cultural Resources*, the Project site and surrounding areas were acquired by Richfield Oil in 1928. Previous to 1928, the area was devoted to cattle ranching and grazing. Richfield Oil installed a tank farm on the property north of the Project site in 1929. The Project site remained vacant until 1953 when Richfield Oil constructed the existing office building and ancillary structures.

Current Use of Adjacent Properties

Table 4.10-1, *Adjacent Properties*, lists the land use and the applicable regulatory databases.

Table 4.10-1 Adjacent Properties

Direction Relative to Project Site	Description
North	Existing industrial uses, NI, Neo Industrial place type
South	Existing industrial and commercial development, NI, Neo Industrial and NSC-M, Neighborhood Serving Center or Corridor Moderate Density place types
East	Union Pacific railway, existing industrial uses, NI, Neo Industrial place type
West	Existing single-family residential and commercial development, NSC-L, Neighborhood Serving Center or Corridor Low Density; FCN, Founding and Contemporary Neighborhood

Source: City of Long Beach Land Use District Maps

Phase I ESA Regulatory Database Search

Preparation of the Phase I ESA included a search of State and federal environmental regulatory databases conducted by Environmental Data Resources (EDR) in January 2021 and January 2022, as well as a review of information available in the State's GeoTracker and EnviroStor databases. The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the actual Project site.

There is known groundwater contamination at the Project site. The Project site is involved in ongoing groundwater monitoring and remediation activities associated with soil and groundwater contamination related to the East Hynes facility, east of the Project site. The East Hynes facility is owned and operated by Tesoro Logistics Operations LLC, which retains responsibility for the cleanup of the groundwater impacts. The cleanup is being conducted under the oversight of the RWQCB.

Impacts to soil and groundwater from petroleum hydrocarbons were first reported in 1982 at the East Hynes facility. Groundwater impacts include light non-aqueous phase liquid (LNAPL) and dissolved phase petroleum hydrocarbons, including total petroleum hydrocarbons (TPH), benzene, toluene, ethylbenzene, and xylenes, methyl tert-butyl ether (MTBE), and tert-butyl alcohol (TBA). From 1987 to the present, various types of LNAPL recovery have been utilized at both the East and West Hynes facilities by using wells, skimmers, and pumps as well as vacuum trucks. As of 2021, approximately 11, 727 barrels of LNAPL have been recovered from beneath the West and East Hynes facilities using primarily vacuum truck extraction. Groundwater beneath the site from the Semi-Perch and Gaspar aquifers is monitored on a semi-annual basis. Depending on the well, LNAPL is recovered from wells on a bi-weekly, monthly, and quarterly basis.

Tesoro submitted the LNAPL remedy Pilot Study Report to the RWQCB in October 2021, documenting four pilot tests for the LNAPL remediation (skimming, dual pump liquid extraction, air sparging during vacuum truck recovery, and biosparging). Based on the results of the pilot testing, biosparging was recommended as the LNAPL remedial technology at the site to enhance the current mobile recovery program. In mid-2021, 26 biosparging wells were installed along the southern boundary of the site at 17 locations (nine are co-located at different depths).

A database review of adjoining properties was conducted in order to determine whether there was potential for contamination to the Project site. Three properties were identified: 5901 Cherry Avenue, 5881 Cherry Avenue, and Asphalt Products Oil Co at 2405 South Street. Based on site observations and the status of the listings, these sites are not considered contamination concerns for the Project site. The 5901 Cherry Avenue site is listed on the Historical Drycleaner database, which indicates that dry cleaning activities may have been performed between 1948 and 1963. However, observations did not indicate that dry cleaning activity is currently occurring on the site, given the length of time that has passed since dry cleaning activities may have taken place, and the cross-gradient location of the property, the site does not appear to be a contamination concern for the project site. The 5881 Cherry site is listed in the Underground Storage Tank (UST) database but no indications of a UST were identified at the site and contamination of the Project site does not appear to be a concern. Finally, the 2405 South Street site is listed in the Superfund Enterprise Management System (SEMS) database as “not on the NPL” (National Priorities List) and “NFRAP” (no further remedial action planned) as of 1986. The property is also listed in the RCRA-SQC and UST databases. Due to the listing status downgradient direction of the site, contamination of the Project site does not appear to be a concern.

A database review for adjacent, non-adjoining property for surrounding sites was also conducted. Four properties were identified: Kelleher Equipment Supply/Renzacci of America, Inc./Kelleher Equipment Co., Inc. at 2121 Curry Street and Standard Carpet Works at 2307 Curry Street; Monsanto Co., Inc. at 6251 N. Paramount Boulevard; and Coastline Equipment at 6242 Paramount Boulevard. Based on document review and the status of the listings, these sites are not considered contamination concerns for the Project site. The 2121 Curry Street and 2307 Curry Street sites are listed on the RCRA-SQC, UST, SWEEPS UST, DRYCLEANERS, CA FID UST, and several other compliance related databases. The properties are listed as having used perchloroethylene (PCE) in dry cleaning equipment with a 5,000-gallon UST installed in 1966. Both properties are located upgradient of the Project site; however, based on the 2020 East Hynes Terminal Groundwater Monitoring report, PCE and its breakdown products were not reported in the monitoring wells closest to the site. Accordingly, contamination of the Project site from these properties does not appear to be a concern.

The 6251 Paramount Boulevard site is listed in the SEMS-ARCHIVE, RCRA-SQC, CPS-SLIC, CERS, SWEEPS, UST, HIST UST, CA FID UST, DRYCLEANERS, and SWF/LF databases. The status of the case is open with assessment and interim remedial action for impacts to groundwater, soil, and soil vapor by arsenic, benzene, diesel, gasoline, and other VOCs. The most recent groundwater monitoring report for the property indicates that while impacts to groundwater extend off-site, they do not appear to extend to the Project site. Given the extent of the impacts and that remediation is being overseen by the RWQCB, contamination of the Project site does not appear to be a concern.

Finally, the 6242 Paramount Boulevard site is listed on the LUST database. According to GeoTracker records, the impacts to groundwater are limited to the site and the source has been removed. Given that the contamination does not extend off-site, contamination of the Project site does not appear to be a concern.

4.10.3 Impact Analysis

Methodology

Potential direct and indirect impacts were identified in part based on a review of the Phase I ESA, included as **Appendix J**, as well as other documentation, including the City's General Plan and Zoning Ordinance, and the Los Angeles County Airport Land Use Plan.

Thresholds of Significance

The following significance criteria for hazards and hazardous materials were derived from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact of a project would be considered significant if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires.

Project Impacts

Threshold HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact HAZ-1: Less Than Significant Impact

Construction

Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. Based on the age of the on-site buildings (earliest buildings dating back to the 1950's) and the results of prior surveys conducted on the Project site, ACM and LBP may be present. Removal of any ACM or LBP would be conducted in compliance with Cal/OSHA standards. Cal/OSHA standards regulate handling and disposal of asbestos encountered during construction work such as demolition and excavation. LBP standards include exposure assessment, safety requirements, and employee training pertaining to lead exposure and handling. Similarly, SCAQMD Rule 1403 establishes requirements to prevent asbestos emissions during building demolition, including requirements for asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). Rule 1403 requires records maintenance, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Additionally, during the demolition and construction phase, construction equipment and materials may include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. It is reasonably anticipated that materials would be used, stored, and disposed of in consumer quantities and in accordance with applicable laws and regulations and manufacturers' instructions. Compliance with applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous waste would reduce the potential to release contaminants. As discussed in Section 4.11, *Hydrology and Water Quality*, construction activities for the proposed Project would require a NPDES Construction General Permit. Prior to the issuance of a Construction General Permit, an approved Stormwater Pollution Prevention Plan (SWPPP) would need to be prepared for the Project. The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the Project site. BMPs are designed to control and prevent discharges of pollutants that can adversely impact downstream surface water quality.

Project construction would include grading and export of minor amounts of construction debris. Construction activity would comply with SCAQMD Rule 403, addressing fugitive dust sources, Rule 1166 addressing VOC emissions from excavating, grading, handling, and treating VOC-contaminated soil, and Rule 1466, requiring minimization of off-site fugitive dust emissions from earth-moving activities at sites containing specific toxic air contaminants. In addition, a SMP has been prepared for the proposed Project to provide guidance procedures to be implemented in the event that unanticipated subsurface conditions or features are encountered during grading and earthwork operations. The SMP includes worker and health safety requirements, soil management during earthwork, and dust control procedures. The SMP is provided as **Appendix J**. Compliance with the regulatory requirements associated with project construction, the requirements of the NPDES general permit, and SMP would reduce impacts to less than significant.

Operation

The proposed Project would construct a speculative industrial building. The ultimate tenant has not been identified and the activities therein have yet to be determined. It is possible that proposed Project operations would involve uses employing common maintenance and janitorial supplies, such as cleaners and solvents, paints and thinners for site maintenance, and other common chemicals. The limited quantities and nature of chemicals use by the proposed Project would not be considered significant. The use of these materials would be in accordance with the manufacturers' specifications for use, storage, and disposal of such products which have been formulated to avoid substantial exposure hazards. Compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Threshold HAZ-2: 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?

Impact HAZ-2: Less Than Significant Impact

Construction

The Project site consists of developed land featuring existing industrial buildings and minimal landscaping that would be demolished and replaced with a speculative light industrial building. As previously discussed, the Project site is not located on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁷ The Phase I ESA prepared for the proposed Project indicates that there may be areas where impacted soil is encountered that will require characterization, excavation, and special handling and disposal at a licensed facility. However, a SMP has been prepared to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. However, for purpose of the air quality and construction health risk analysis, the EIR utilized a highly conservative amount of 10,000 cubic yards of potential soil haul off. While it is doubtful that this amount of soil would have to be hauled off, the EIR nevertheless conservatively assumed this as a remote possibility. Given the standard, regulatory procedures that are imposed and required by the SMP the risk of a release of hazardous materials into the environment is less than significant.

Operation

Project operations would likely involve typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. As previously discussed, any routine transport, use, and disposal of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Impacts would be less than significant.

⁷ State Water Resources Control Board (SWRCB). (2023). GeoTracker. <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5618207633>. Accessed September 2023.

Threshold HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact HAZ-3: Less Than Significant Impact

Construction

The nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The Project site is currently developed with existing buildings that would be demolished during Project construction. The proposed Project would include the construction of one speculative industrial building on land zoned for industrial uses. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, NPDES general permit requirements. Impacted soil encountered on site during construction would be remediated and repurposed on the Project site or hauled off in accordance with existing state regulations. It is expected that little to no impacted materials would be exported from the Project site. Construction related impacts would be less than significant.

Operations

As previously discussed, Project operations would likely involve typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. These materials would be unlikely to be employed in anything more than low quantities that would not affect uses beyond the Project site. Accordingly, Project operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Threshold HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-4: Less Than Significant Impact

The Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List).⁸ As discussed in Section 4.9.2, *Environmental Setting*, the West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site. The Project site is subject to ongoing groundwater monitoring and remediation activities associated with soil and groundwater contamination from petroleum hydrocarbons related to the East Hynes facility. The East Hynes facility is owned by Tesoro, which maintains responsibility for the cleanup of the Project site. The SMP prepared for the proposed Project addresses remediation activities onsite and provides worker health and safety requirements, as well soil management during Project construction. Impacted soil encountered on site would be remediated and repurposed in place. Accordingly,

⁸ State Water Resources Control Board (SWRCB). (2023). GeoTracker. <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=5618207633>. Accessed September 2023.

Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Following construction, the Project site would be largely covered in impervious surface, preventing disturbance of subsurface soils. Impacts would be less than significant.

Threshold HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-5: No Impact

The nearest airport to the Project site is the Long Beach Airport, located approximately 2.5 miles to the south. The Project site is not located within the airport's AIA.⁹ As such, the proposed Project is not located within two miles of a public airport which would result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur.

Threshold HAZ-6: Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-6: No Impact

The City's Natural Hazard Mitigation Plan was adopted in March 2023, and includes policies and programs to reduce the potential loss of life and property damage as a result of natural disasters.¹⁰ The City is in the process of updating designated evacuation routes in the event of an emergency. The proposed Project is an infill project and would include the construction of one industrial building on previously developed land. Construction activities, including staging, would occur within the boundaries of the Project site. As such, project construction would not require the full or partial closure of roads. In addition, the proposed Project would be reviewed by the Long Beach Fire Department (LBFD) to confirm that adequate emergency access for emergency vehicles is provided. Therefore, the proposed Project would not interfere within an adopted emergency response plan or emergency evacuation plan. No impact would occur.

Threshold HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires?

Impact HAZ-7: Less Than Significant Impact

The Project site is located within a Local Responsibility Area (LRA) and is not within a Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA.¹¹ The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. The LBFD currently serves existing industrial uses located on-site, which includes one office building and eleven industrial buildings. The proposed Project would include the construction of one industrial building and associated on-site

⁹ Los Angeles County. (2003). Long Beach Airport: Airport Influence Area. https://case.planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf.

¹⁰ City of Long Beach. (2023). Natural Hazard Mitigation Plan. <https://www.longbeach.gov/globalassets/disaster-preparedness/media-library/documents/emergency-preparedness-plans/long-beach-natural-hazard-mitigation-plan-2023>.

¹¹ CAL FIRE. (2023). Fire Hazard Severity Zone Viewer. <https://egis.fire.ca.gov/FHSZ/>. Accessed September 2023.

improvements. As such, it is anticipated that the LBFD would adequately meet the fire protection demands of the proposed Project. Impacts would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Hazards and Hazardous Materials. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As discussed in Section 4.9, *Hazards and Hazardous Materials*, the Project site consists of developed land featuring existing industrial buildings and minimal landscaping. The Project site is not located on a hazardous site list compiled pursuant to California Government Code Section 65962.5. The Phase 1 ESA prepared for the Project indicates that there may be areas where soil is encountered that will require characterization, excavation, and special handling and disposal at a licensed facility. However, a SMP has been prepared to manage the safe handling of impacted soils encountered during construction. Impacted soil encountered on site during construction would be remediated and repurposed on the Project site or hauled off in accordance with existing state regulations. It is expected that little to no impacted materials would be exported from the Project site. All related projects identified in Table 3-1 would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES general permit requirements. Therefore, the proposed Project would not combine with other cumulative development projects to result in Hazards and Hazardous Materials impacts; as a result, cumulative impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

The proposed Project would not result in significant impacts associated within hazards or hazardous materials. No mitigation is required.

4.11 Hydrology and Water Quality

This section of the EIR identifies and analyzes the hydrologic resources available to the proposed Project while assessing the potential impact the proposed Project could have on those resources. The existing water and drainage systems serving the Project site were used to establish a baseline with which to compare potential impacts associated with the proposed Project and will inform the degree of impact that the proposed Project could have on those existing hydrologic systems. Federal, State, regional, and local regulations will provide appropriate context regarding the hydrologic resources of the Project site and the surrounding area. Impacts in this section are assessed regarding their effects on water quality, groundwater availability, and other hydrological conditions. The analysis also considers the proposed Project's potential effects in flood, tsunami, and seiche zones.

4.11.1 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act, as amended, (CWA)(33 U.S.C. § 1251 *et seq.*) is the primary federal legislation governing water quality. The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Important applicable sections of the CWA include:

- Section 301 prohibits the discharge of any pollutant by any person, except as in compliance with Sections 302, 306, 307, 318, 402, and 404 of the CWA. Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal permit that proposes an activity which may result in a discharge to “waters of the United States” to obtain certification from the State that the discharge will comply with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) provides certification.
- Section 402 establishes the National Pollution Discharge Elimination System (NPDES) a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. This permit program is administered by the RWQCB and is discussed later in this section.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the United States Army Corps of Engineers (USACE).

Section 402 of the CWA also authorizes the State Water Resources Control Board (SWRCB), a department of the California Environmental Protection Agency (CalEPA), to issue NPDES General Construction Storm Water Permits (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permits.”

Construction activities can be covered under and comply with the General Construction Permit provided they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants

from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters;

- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the construction site discharges directly to a water body listed on the 303(d) list for sediment. Increased compliance tasks under the adopted 2023 Construction General Permit include project risk evaluation, effluent monitoring, receiving water monitoring, electronic data submission of the SWPPP and all other permit registration documents. The SWPPP would also include an Erosion Control Plan that would identify specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. The Erosion Control Plan would be included with the Project’s Grading Plan and would be subject to approval by the City Engineer.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, as amended (California Water Code, § 13000, *et seq.*) provides the basis for water quality regulation in California. The Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the State. Waste discharge requirements (WDR) resulting from the report are issued by the RWQCB, as discussed below. In practice, these requirements are typically integrated within the NPDES permitting process. The SWRCB conducts its water quality protection authority through the adoption of specific Water Quality Control Plans (Basin Plans). These plans establish water quality standards for particular bodies of water. California water quality standards are composed of three parts: the designation of beneficial uses of water, water quality objectives to protect those uses, and implementation programs designed to achieve and maintain compliance with the water quality objectives.

Regional

Los Angeles Regional Water Quality Control Board

The Los Angeles Regional Water Quality Control Board (LARWQCB) regulates State water quality standards in the City of Long Beach. Beneficial uses and water quality objectives for surface water and groundwater resources within the Project area are established in the water quality control plans of each RWQCB and mandated by the Porter-Cologne Water Quality Control Act and the CWA.

The RWQCB also implements the CWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying candidate water bodies where water quality is impaired by the presence of pollutants. The TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and the establish equitable allocation of the allowable pollutant loading within the watershed. CWA Section 401 requires an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant to obtain a water quality certification (or waiver) from the applicable RWQCB.

The RWQCB primarily implements basin plan polices through issuing waste discharge requirements for waste discharges to land and water. The RWQCB is also responsible to administering the NPDES permit program, which is designed to manage and monitor point and non-point source pollution. NPDES stormwater permits for general construction activity are required for urban areas with populations greater than 100,000.

Local

County of Los Angeles Hydrology Manual

The City of Long Beach has adopted the Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual for storm drain planning and design calculations. The Hydrology and Hydraulic Design Manual requires a storm drain conveyance system to be designed for a 25-year storm event, and the combined capacity of the storm drain and street flow shall be able to convey a 50-year storm event. In areas with a sump condition, the conveyance system shall be designed for a 50-year storm event. All drainage improvements in the proposed Project vicinity are subject to review and approval by the City's Department of Public Works.

The City of Long Beach MS4 Permit

On June 30, 1999, the RWCQB issued a municipal storm water NPDES permit to the City of Long Beach. Under the NPDES permit, the City is required to conduct a water quality monitoring program for stormwater and dry weather discharges in the City's municipal separate storm sewer systems (MS4s). While the permit was initially issued for five years, the city directed the RWCQB to extend the permit until further notice.

City of Long Beach Municipal Code

The City of Long Beach Municipal Code (LBMC) Chapter 8.96 constitutes "The Stormwater and Runoff Pollution Control Ordinance for the City of Long Beach," pursuant to the Federal Water Pollution Control Act and the Porter-Cologne Water Quality Control Act.¹ As discussed in LBMC Section 8.96.030, the purpose of Chapter 8.96 is to protect and improve water quality of receiving waters by prohibiting illicit discharges and illicit connections to the municipal stormwater systems; eliminate spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and reduce pollutant loads in stormwater and runoff from land uses and activities identified in the Municipal NPDES Permit.

The LBMC Chapter 18.61 implements the NPDES requirement of the MS4 Permit and subsequent requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP), mandated by the RWQCB. The intent of Chapter 18.61 is to prohibit non-storm water discharges into the storm drain system and to require source control BMPs to prevent or reduce the discharge of pollutants into storm water.

LBMC Chapter 18.74 requires the use of Low Impact Development (LID) standards in the planning and construction of development projects. Chapter 18.74 states that LID standards promote the goal of environmental sustainability by helping improve the quality of receiving waters, protecting the Los Angeles and San Gabriel River watersheds, maintaining natural drainage paths, and protecting potable water supplies within the City. A Project's LID Plan must demonstrate compliance with the requirements for infiltration, capture and reuse, evapotranspiration, and/or treatment on the Project site through the use of BMPs.

¹ City of Long Beach, Long Beach Municipal Code. <https://library.municode.com/ca/long_beach/codes/municipal_code> (Accessed November 11, 2023).

4.11.2 Environmental Setting

Hydrology

The Project site is located within the Lower Los Angeles River Watershed, which covers the southern portion of Los Angeles County. The major drainage systems in this area include the Los Angeles River, Compton Creek, and a portion of the Rio Hondo. The Los Angeles River is located approximately 1.5 miles to the west of the Project site and flows approximately 51 miles in a general north-south direction from the Santa Susana Mountains to the Pacific Ocean.

The elevation of the Project site ranges from approximately 50 to 54 feet above mean sea level (MSL). On the majority of the Project site, stormwater runoff flows east to west, discharging from the Project site via the two driveways from Cherry Avenue, and then to two existing curb-opening catch basins on Cherry Avenue that feed to the public 24" Reinforced Concrete Pipe (RCP) located beneath Cherry Avenue. From the southeastern portion, surface runoff flows at an average slope of 0.33% in a westerly direction towards Cherry Avenue where it ultimately deposits into a catch basin. It is assumed that stormwater runoff from the roof of the existing main building on the western side of the Project site flows through roof drains and discharges on the Project site where it follows the same drainage patterns.

Flood Hazard

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Project area shows the Project site being covered by one map panel, 0603719060F.² The entirety of the Project site is classified as Zone X, an area noted as having a minimal flood hazard. The proposed Project is not located near any dams, reservoirs, or large water bodies.

Water Quality

The U.S. Geological Survey defines water quality as "a measure of the suitability of water for a particular use based on selected physical, chemical, and biological characteristics."³ This can be determined by the quantity of undesired constituents or pollutants in the water and their characteristics. Typical pollutants associated with construction would include sediments from disturbing soils, fuels, lubricants, and liquid waste. From operations typical pollutants would include cleaning solvents, pesticides from landscaping, and petroleum products. While some level of constituents may be acceptable for certain uses (e.g., dust mitigation on a construction site) it may be unsuitable for others (e.g., drinking water). In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the type and intensity of the land use. Highly urban land uses will produce different and varying quantities of pollutants than rural land uses. While the Project site is fully developed, it is currently vacant and there is no activity on site. Accordingly, there is less potential for introduction of certain pollutants into the surrounding environment.

² Federal Emergency Management Agency (FEMA), 2023. Flood Insurance Rate Map. <<https://msc.fema.gov/portal/search?AddressQuery=5910%20cherry%20avenue%2C%20long%20beach%2C%20c>> (accessed September 2023).

³ U.S. Geological Survey, Water Quality Information by Topic, <<https://www.usgs.gov/special-topics/water-science-school/science/water-quality-information-topic>> (Accessed December 20, 2023).

4.11.3 Impact Analysis

Methodology

In addition, a Hydrology and Hydraulic Conditions for Cherry Logistics Center (2023) has been prepared for the proposed Project by Thienes Engineering and is included in **Appendix K**. To establish existing conditions, several data sources were consulted, including FEMA, the SWRCB, the California Geological Survey, the RWQCB, Los Angeles County Department of Public Works, and the City of Long Beach. To identify potential impacts, the proposed Project was compared to existing conditions and then evaluated for potential impacts per the significance thresholds identified below. To identify potential impacts to surface water quality, a model, HydroCalc, was used to determine the pre-development and post-development on-site flows for the Project site. This analysis evaluated potential alteration to drainage patterns on the Project site associated with the proposed Project. To identify potential impacts related to flood hazard the FEMA FIRMette was used to identify the Project site relative to flood zones and geographical analysis was employed to identify the Project site relative to bodies of water with flooding potential. To identify potential impacts related to tsunami, the California Geological Survey Tsunami Mapper application was employed to identify the Project site relative to tsunami zones. To identify potential impacts related to seiche, geographic analysis was employed to identify the Project site's location relative to large standing bodies of water. Finally, applicable water quality control plans and federal, State, and local regulations and plans were evaluated to determine whether the proposed project would violate any applicable regulations or standards.

Thresholds of Significance

An impact is considered significant if the Project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site;
 - Substantially increase the rate or amount of surface in a manner which would result in flooding on- or off-site;
 - 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;
 - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Project Impacts

Threshold HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact HWQ-1: Less Than Significant Impact.

Construction

Construction activities associated with the development of the proposed Project would be typical of those used in comparable industrial building developments. Grading and earthmoving activities conducted during the proposed Project's construction period may require the use of water for dust mitigation. Water from dust control and other liquids such as fuels, lubricants, and liquid wastes can create runoff that could temporarily affect water quality.

Construction activities for the proposed Project would require a NPDES Construction General Permit. Prior to the issuance of a Construction General Permit, an approved SWPPP would need to be prepared for the Project. The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the Project site. BMPs are designed to control and prevent discharges of pollutants that can adversely impact downstream surface water quality. Construction BMPs would include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as is feasible;
- Removal of sediment from surface runoff before it leaves the project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the project site;
- Protection of all storm drain inlets on-site or downstream of the project site to eliminate entry of sediment;
- Prevention of tracking soils and debris off-site through use of a gravel strip or wash facilities, which will be located at all construction exits from the project site;
- Proper storage, use, and disposal of construction materials, such as solvents, wood, and gypsum; and
- Continual inspection and maintenance of all BMPs through the duration of construction.

Operations

Implementation of the proposed Project could introduce new sources of potential stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs to be implemented on a post-construction basis and a maintenance agreement to assure the proper performance of such BMPs. The

proposed Project would also be required to comply with LBMC Chapter 18.74, which requires the preparation of a LID plan that addresses the applicable requirements in the LBMC including implementation of allowed BMPs provided in the LID Best Management Practices Manual.

According to the Hydrology and Hydraulic Conditions Report prepared by Thienes Engineering (see **Appendix K**), the proposed site improvements would include on-site storm drain infrastructure, including catch basins to convey runoff to a stormwater treatment system. On-site runoff from the southern portion of the Project site would drain to a catch basin located in the southeast of the Project site in the truck parking area. A proposed storm drain would convey flow from east to west. Runoff from the northern portion of the Project site would be collected in a proposed catch basin along the northern project boundary near the northwest corner of the proposed building. From here, a storm drain would convey the runoff in a southerly direction, where runoff from the vehicle parking lot in the front of the proposed building would be added to the flow. The storm drain would continue to the south where it will converge with the east-west storm drain from the truck parking area in the southeastern portion of the Project site. Near the proposed south driveway, the combined storm drain would then connect to the public lateral that meets the existing 24" RCP beneath Cherry Avenue. There is potential for off-site run-on from properties directly to the east of the Project site. Catch basins will be installed along the easterly portion of the Project site to collect this run-off. The storm drain would convey this runoff to the west and where it would converge with the onsite storm drain flow.

Onsite storm water flow would be directed to a proposed stormwater treatment system, consisting of an underground detention gallery which would capture/detain stormwater runoff and treat it through a proprietary high flow biofiltration device utilizing regional approved engineered soil media, before discharging to the public storm drain.

While the proposed Project, including all Tenant Use Options, may introduce new sources of pollutants, the proposed drainage system was analyzed for adherence to the LID design requirements for stormwater treatment and stormwater runoff control and would be required to comply with a Project-specific SWPPP and LBMC Chapter 18.74, LID standards and BMPs. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Threshold HWQ-2: 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?

Impact HWQ-2: No Impact.

The proposed Project, including all Tenant Use Options, does not propose to extract groundwater and would have no effect on existing or future groundwater supplies. The proposed Project would develop a speculative industrial building and associated on-site improvements, such as parking, on an already fully developed site. The total amount of impervious surface under the proposed Project would be similar to existing conditions. Accordingly, the proposed Project, including all Tenant Use Options, would not significantly impact local groundwater recharge or impede sustainable groundwater management of the basin. No impacts would occur.

Threshold HWQ-3a: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site?

Impact HWQ-3a: Less Than Significant Impact.

As discussed in the Hydrology and Hydraulic Conditions Report (see **Appendix K**), on the majority of the Project site, stormwater runoff flows east to west, discharging via the two driveways from Cherry Avenue to the public storm drain system. Upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions and runoff would continue to flow in a westerly direction. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. The proposed drainage facilities have been sized to adequately treat runoff water from the Project site. Furthermore, the Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Threshold HWQ-3b: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Impacts HWQ-3b: Less Than Significant Impact.

Per the FEMA FIRMet for the proposed Project area, the Project site is located within Zone X, which denotes an area with reduced flood risk due to a levee.⁴ Upon completion of construction, the amount of impervious surface and drainage patterns of the Project site would be similar to existing conditions. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. The proposed Project's drainage recommendations would be designed to ensure that all on- and off-site drainage and storm drain facilities would be adequately sized to accommodate runoff from storm events. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Threshold HWQ-3c: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impacts HWQ-3c: Less Than Significant Impact.

As discussed in the Hydrology and Hydraulic Conditions Report (see **Appendix K**), upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions and runoff would continue to flow to the west. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner

⁴ *Id.*

that would result in substantial additional sources of polluted runoff. The proposed Project would include improved on-site storm drain infrastructure. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. The proposed drainage facilities have been sized to adequately treat runoff water from the Project site. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed development would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Threshold HWQ-3d: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Impact HWQ-3d: Less than Significant Impact.

As discussed in the Hydrology and Hydraulic Conditions Report (see **Appendix K**), upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in impediments to or redirection of flood flows. The Project site is located within FEMA Zone X, which denotes an area with reduced flood risk due to a levee. Even in the event of flood, the proposed Project would not introduce new structures or surfaces that would substantially affect flood waters. Any impact would be less than significant.

Threshold HWQ-4: Would the project if in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact HWQ-4: Less Than Significant Impact.

No oceans, lakes, ponds, or partially closed standing bodies of water are found near the Project site. The Los Angeles River is located approximately 1.5 miles west of the Project site. The proposed Project is located within FEMA flood hazard Zone X, which identifies areas of reduced flood risk due to a levee. Accordingly, there is minimal risk of release of pollutants due to flood hazard.

The Project site is located approximately 6.25 miles north of the nearest the coastline. Per the State of California's Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami.⁵ Accordingly, there is minimal risk of release of pollutants due to tsunami.

The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche and there is minimal risk of release of pollutants due to seiche-related project inundation. Impacts would be less than significant.

Threshold HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

⁵ California Department of Conservation, California Tsunami Maps, <<https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles>> (Accessed November 13, 2023).

Impact HWQ-5: Less Than Significant Impact.

The proposed Project would comply with the City of Long Beach's Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). As discussed in Impact HWQ-1, construction activities for the proposed Project would require a NPDES Construction General Permit. Prior to the issuance of a Construction General Permit, an approved SWPPP would need to be prepared for the proposed Project. Furthermore, the proposed Project would also be required to comply with LBMC section 18.74, which requires the preparation of a LID plan that addresses the applicable requirements in the LBMC including implementation of allowed BMPs in the LID Best Management Practices Manual. The LID plan would include installation of a capture and reuse cistern that would accommodate a greater amount of water than required. Therefore, the proposed Project would not conflict with or obstruct water quality control plans.

As discussed in Impact HWQ-2, the proposed Project, including all Tenant Use Options, does not propose to use groundwater and would have no effect on existing or future groundwater supplies. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, *Cumulative Projects List*. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Hydrology and Water Quality. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As discussed above, the proposed Project would redevelop an already developed industrial site, and any impacts to surface water, groundwater and drainage would be similar to existing conditions and would be less than significant. The projects included in the cumulative impacts analysis could potentially increase the volume of stormwater and contribute to pollutant loading stormwater runoff, resulting in cumulative impacts in hydrology and water quality. However, all projects would be required to mitigate water quality concerns and comply with the City of Long Beach's MS4 permit. All projects would also need to comply with the requirements of LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs to be implemented on a post-construction basis and a maintenance agreement to assure the proper performance of such BMPs. Furthermore, all projects would also be required to comply with LBMC Chapter 18.74, which requires the preparation of a LID plan that addresses the applicable requirements in the LBMC including implementation of allowed BMPs provided in the LID Best Management Practices Manual. Therefore, the proposed Project would not combine with other cumulative development projects to result in water quality impacts; as a result, cumulative impacts would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to hydrology and water quality would be less than significant.

4.12 Land Use and Planning

This section discusses impacts associated with the potential land use and planning impacts that may result from the proposed Project. Potential effects are evaluated based on the proposed Project's potential to physically divide an established community and/or 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.

4.12.1 Regulatory Setting

State

State Planning Law

California's planning law (California Government Code [Gov Code] § 65300) requires every county in California to adopt a comprehensive, long-term general plan for physical development of the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a countywide vision. State law requires that a general plan address nine elements or topics (land use, circulation, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the county that a general plan should address.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Governments. Generally, SCAG develops long-range regional transportation plans including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG also developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment (RHNA), and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).

SCAG 2020-2045 Regional Transportation Plan/Sustainable Cities Strategy

The SCAG 2020 – 2045 Regional Transportation Plan/Sustainable Cities Strategy (RTP/SCS), is a long-term planning document intended to guide the growth of the region that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The 2020-2045 RTP/SCS allows public agencies who implement transportation projects to do so in a coordinated manner and assists the region in achieving California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development. The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The current Land Use Element, adopted in December 2019 as part of the City's General Plan 2040 Update, uses a novel land use planning approach relying upon "PlaceTypes" in lieu of traditional land use designations. PlaceTypes allow more flexibility in land use planning and allow for a mix of compatible uses. The Project site has a Neo-Industrial (NI) PlaceType. Per the City's General Plan Land Use Element:

The Neo-Industrial PlaceType encourages the location, evolution and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, information industries, among others (see Map LU-16).

"Preferred land uses" within the NI PlaceType include light industrial and clean manufacturing operations.¹ Consistent with its purpose of phasing out heavy industrial businesses (such as oil and gas operations as reflected by the former use on the Project site) in favor of lighter industrial uses, the Land Use Element's PlaceTypes and Zoning Districts Consistency Matrix indicates that the Light Industrial (IL) and Medium Industrial (IM) zoning designations are both consistent with the NI PlaceType, while the General Industrial (IG) designation is not.²

Long Beach Zoning Ordinance

The City of Long Beach's Zoning ordinance is included in Chapter 21 of the Long Beach Municipal Code (LBMC). The zoning of the proposed Project site has not been updated since the site was designated as NI PlaceType and is designated as being within the General Industrial (IG) zoning district, as are the surrounding areas north to Curry Street and east to Orizaba Avenue, and Obispo Avenue. As stated in Section 21.33.010 of the LBMC, the purpose of the industrial districts are "to preserve and enhance areas for a broad range of industrial and manufacturing uses, recognizing that such uses provide employment, contribute to the City's tax base, and create products needed by consumers and the business community at large."³

To allow for a range of industrial uses, the Zoning Ordinance establishes three industrial districts for areas outside of the Port of Long Beach: Light Industrial (IL), Medium Industrial (IM), and General Industrial (IG).⁴ On one end of the range, the IG district is geared toward traditional heavy industrial and manufacturing uses that are not compatible with non-industrial uses.⁵ On the other end, the IL district "allows a wide range of industries whose primary operations occur entirely within enclosed structures and which pose limited potential for environmental impacts on neighboring uses," including "industrial, manufacturing, and related uses."⁶ "The IL district

¹ Land Use Plan, p. 95.

² Land Use Plan, p. 171.

³ City of Long Beach Municipal Code, Section 21.33.010
<https://library.municode.com/ca/long_beach/codes/municipal_code?nodemd=TIT21ZO_CH21.33INDI_21.33.010PU>
(Accessed December 22, 2023).

⁴ City of Long Beach Municipal Code, Section 21.33.020

⁵ City of Long Beach Municipal Code, Section 21.33.020(C)

⁶ City of Long Beach Municipal Code, Section 21.33.020(A).

typically will include clean, non-nuisance industries whose operating characteristics (e.g., noise, hazardous materials, odors, dust, light and glare) are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation.”⁷ The IM district is in the middle, and allows somewhat more intensive industrial uses than the IL district, e.g., uses that include outdoor storage and/or limited outdoor activities.⁸ General Warehousing and Storage is a permitted use within all three such districts.⁹ Likewise, many types of manufacturing are permitted in all three districts.

Pursuant to Government Code section 65860, where a zoning ordinance becomes inconsistent with the general plan due to an amendment to the general plan, and the local agency thereafter receives a development application for a project that is consistent with the general plan, the agency may process the application based upon objective general plan standards, without applying any inconsistent zoning standards.¹⁰ Indeed, while the City is currently in the process of developing new zoning districts to implement the NI PlaceType, the City has continued to process new industrial projects within the NI PlaceType in the interim.

Nonetheless, in order to resolve the current inconsistency between the proposed Project site’s General Plan designation and its legacy IG zoning, and to eliminate any possible confusion that may arise from such inconsistency, a zone change to re-designate the site as Light Industrial (IL) district is proposed in connection with the Project. As discussed above, the IL zoning designation is consistent with the NI PlaceType, and allows all of the potential Tenant Use Options proposed as part of the Project, including warehousing and clean manufacturing uses whose primary operations will occur entirely within enclosed structures.

4.12.2 Environmental Setting

The proposed Project would involve the demolition of existing industrial structures located on a 14.16-acre site at 5910 Cherry Avenue in the city of Long Beach, California. The facility is currently underutilized, with only portions of the site occupied by active tenants. The proposed Project would involve the construction of a new 304,300 SF tilt-up industrial building with associated parking and landscaping. The proposed Project is consistent with the NI PlaceType, as well as the proposed Light Industrial (IL) district.

Like the proposed Project site, areas north to Curry Street and east to Orizaba Avenue, Obispo Avenue, and Downey Avenue are within the NI PlaceType, and currently zoned IG. Areas directly south and west of the proposed Project site across Cherry Avenue, are within the Regional Highway Commercial (CHW) zoning district. The areas further to the west of the Project site, beyond the Regional Highway Commercial (CHW) zoning district, are zoned Single-family Residential, standard lot (R-1-N).

4.12.3 Impact Analysis

Methodology

Potential impacts to land use and planning were evaluated by identifying conflicts between the proposed Project and applicable land use plans. Consistency with land use policies and regulations is determined by reviewing the relevant planning documents applicable to the Project area, including the City of Long Beach’s General Plan and zoning ordinance and the General Plan

⁷ *Id.*

⁸ City of Long Beach Municipal Code, Section 21.33.020(B).

⁹ City of Long Beach Municipal Code, Table 33-2, Uses in Industrial Districts.

¹⁰ See Gov. Code § 65860(c)(2).

land use and zoning maps. Inconsistency between a project and a land use plan does not on its own represent a significant impact to the environment unless it would result in “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.”¹¹ California’s planning law (Gov. Code § 65000 *et seq.*) does not require a project demonstrate strict conformity with a land use plan. A project would be considered consistent with a general plan if it demonstrates that it is “compatible with the General Plan’s objectives, policies, general land uses and programs.”¹² “The question is not whether there is a direct conflict between some mandatory provision of a general plan and some aspect of a project, but whether the project is compatible with, and does not frustrate, the general plan’s goals and policies.”¹³ Accordingly, a project’s consistency with a land use plan’s goals or achievement of those goals is taken into account when determining potential impacts.

Thresholds of Significance

An impact is considered significant if the Project would:

- Physically divide an established community.
- 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.

Project Impacts

Threshold LUP-1: Would the project physically divide an established community?

Impact LUP-1: No Impact.

Projects that typically divide established communities are projects like new highways, roadways, bridges, and utility lines, which can create new physical obstacles between different parts of a community. The proposed Project would redevelop an existing heavy industrial site with a new industrial building. Construction and operation of the proposed Project would be limited to the boundaries of the affected parcel and would not encroach upon the surrounding area. The immediately surrounding area is developed with a mix of industrial and commercial uses, with residential uses located just beyond the commercial development to the west. The Project site is designated as having an NI PlaceType in the City’s General Plan. Development of the Project site with a state-of-the art industrial building that will be used for warehouse and/or clean manufacturing uses would be consistent with the Project site’s General Plan land use designation and compatible with the established land use patterns in the immediately surrounding area. Therefore, the proposed Project would not divide an established community and there would be no impact.

Threshold LUP-2: 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?

Impact LUP-2: Less than Significant Impact.

The Project site is surrounded by existing industrial development located to the north and east of the Project site, commercial development located to the south and west of the Project site, and areas of residential development located just beyond the commercial development to the west.

¹¹ CEQA Guidelines section 15382.

¹² *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) (91 Cal. App. 4th 342, 378)).

¹³ *Id.*

Consistent with the Project site’s NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area.

City of Long Beach General Plan

The City’s General Plan includes goals, strategies, and policies to achieve the City’s development vision. Applicable goals, strategies, and policies adopted for purposes of avoiding or mitigating environmental effects contained in the various General Plan elements and that are relevant to the proposed Project are analyzed for consistency in **Table 4.12-1, City of Long Beach General Plan Consistency**. A project’s inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts.

Table 4.12-1 City of Long Beach General Plan Consistency

General Plan Goals and Policies	Project Consistency
Land Use Element (2019)	
Goal No. 1: Implement Sustainable Planning and Development Practices	
STRATEGY No. 1: Support sustainable urban development patterns.	
LU Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.	Consistent: The proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices, consistent with applicable local and state policies, including California Green Building Standards.
LU Policy 1-6: Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.	Consistent: The proposed Project would incorporate rooftop solar panels. In addition, the roof is planned to have a solar reflectance index (SRI) of 78 to reduce heat island effect as part of LEED Certification.
Goal No. 2: Strengthen the City’s Fiscal Health by Stimulating Continuous Economic Development and Job Growth	
STRATEGY No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.	
LU Policy 3-3: Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live/work units.	Consistent: The proposed Project would implement the Project site’s Neo-Industrial PlaceType designation by replacing the existing heavy industrial land use with a light industrial use, i.e., a state-of-the art industrial building that will be used for warehouse and/or clean manufacturing uses whose primary operations will occur entirely within enclosed structures. The proposed building would include parking plans that align with the Neo-Industrial PlaceType. The Project Applicant is working with community groups to foster creative class businesses.
STRATEGY No. 4: Attract and invest in green and innovative industries to expand creative employment opportunities.	
LU Policy 4-2: Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.	Consistent: The proposed Project would redevelop an existing heavy industrial site state-of-the art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. LEED certification is contemplated for the proposed building.
STRATEGY No. 6: Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services.	
LU Policy 6-9: Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet.	Consistent: The proposed Project would redevelop an underutilized and partially vacant 14.16-acre heavy industrial site with uses consistent with the site’s Neo-Industrial designation, i.e., a state-of-the art light industrial building. While the future tenants of the Project have yet to be identified, the Project will create jobs and help to revitalize the area.

General Plan Goals and Policies	Project Consistency
Goal No. 3: Accommodate Strategic Growth and Change	
STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).	
<p>LU Policy 7-2: Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.</p>	<p>Consistent: The proposed Project involves the redevelopment of vacant heavy industrial site with uses consistent with the site’s Neo-Industrial designation, i.e., a state-of-the art light industrial building. While the future tenants of the Project have yet to be identified, the project will create jobs and help to revitalize the area.</p>
<p>LU Policy 7-3: Allow heavy industry uses, as well as oil and gas facilities, to transition to green industry where feasible and desired.</p>	<p>Consistent: The proposed Project would transition a site used for heavy industrial uses, including a tank farm maintenance yard, to a state-of-the art light industrial building. The Project would use sustainable building practices, consistent with applicable local and state policies, including California Green Building Standards. LEED certification is contemplated for the proposed building.</p>
<p>LU Policy 7-4: Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.</p>	<p>Consistent: The proposed Project would involve the redevelopment of a partially vacant heavy industrial site with a state-of-the-art light industrial building. Eight outdated existing buildings would be demolished as part of the proposed Project.</p>
<p>LU Policy 7-8: Ensure infill development is compatible with surrounding established and planned uses.</p>	<p>Consistent: The Project site is surrounded by existing industrial development located to the north and east of the Project site, commercial development located to the south and west of the Project site, and areas of residential development located just beyond the commercial development to the west. Like the Project site, adjacent industrial sites have been designated as NI PlaceType, which permits lighter-industrial uses that are compatible with non-industrial uses that are not desirable near heavy industrial uses. Consistent with the Project site’s NI PlaceType designation, the proposed Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area. The project would thus be compatible with the surrounding established and planned uses.</p>
<p>LU Policy 7-10: Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.</p>	<p>Consistent: The proposed Project site is currently within the IG zoning district, which is inconsistent with its NI PlaceType designation. The proposed Project includes a zone change to designate the site as IL district, which will make the site’s zoning consistent with its NI PlaceType designation. While the City is still in the process of developing new zoning districts to implement the NI PlaceType, the proposed Project is likewise expected to be consistent with any new Neo-Industrial specific zoning.</p>
Goal No. 4: Support Neighborhood Preservation and Enhancement	
STRATEGY No. 9: Protect and enhance established neighborhoods.	
<p>LU Policy 9-1: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.</p>	<p>Consistent: The proposed Project involves the redevelopment of a partially vacant heavy industrial site with uses consistent with the site’s Neo-Industrial designation, i.e., a state-of-the-art light industrial building.</p>
STRATEGY No. 11: Create healthy and sustainable neighborhoods.	
<p>LU Policy 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.</p>	<p>Consistent: The proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. Sustainable features of the</p>

General Plan Goals and Policies	Project Consistency
	proposed Project would include rooftop solar, the installation of a greywater system to be used for landscaping, rainwater catchment, and drought-tolerant landscaping. LEED certification is contemplated for the proposed building.
Goal No. 6: Ensure a Fair and Equitable Land Use Plan	
STRATEGY No. 16: Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations.	
LU Policy 16-3: Develop public health equity and environmental protection programs that promote equity and that provide for the fair treatment of all Long Beach residents regardless of gender, sexual orientation, race, age, culture, religious beliefs, income and geographic location.	Consistent: The proposed Project would replace an existing heavy industrial site with uses consistent with the site's Neo-Industrial designation, i.e., a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. Leadership in Energy and Environmental Design (LEED) certification is contemplated for the proposed building. As part of the construction of the proposed Project, Project Labor Agreements would foster local workforce, promoting equity and reducing vehicle miles traveled by construction workers.
LU Policy 16-6: Work with regional agencies, residents and businesses to preserve established homes, businesses and open spaces. Limit the exposure of residents and employees to toxic pollutants and vehicle noise. Minimize traffic issues impacting residential neighborhoods resulting from freeway expansion and other similar large-scale projects.	Consistent: The proposed Project would replace an existing partially-vacant heavy industrial site with a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. The proposed Project is located on Cherry Avenue with direct access to the 91 Freeway, thus minimizing the use of surface streets and traffic-related potential impacts. Further, the Project Applicant has coordinated with the Long Beach Department of Public Works and Long Beach Transit to minimize potential impacts to the community. The City has agreed to install a traffic median at Hungerford Street to minimize cross traffic along Cherry Avenue. Left turns from the Project site would be prohibited to minimize effects to traffic and enhance safety. Bus shelter upgrades would be made to promote public rideshare and provide further pedestrian safety.
LU Policy 16-15: Encourage the design of warehouse and distribution center check-in points that minimize queuing outside of the facility. The design shall also locate truck traffic within the site away from the property line(s) closest to its residential or sensitive receptor neighbors.	Consistent: The proposed Project site design would provide an approximately 195-foot driveway between Cherry Avenue and the facility entry gate. This would provide adequate space on the Project site to allow truck access while minimizing the potential for queuing along Cherry Avenue. Upon implementation, truck traffic would be confined to the auto/truck driveway at the southwestern portion of the Project site, maximizing the distance to the nearest residential uses on Cherry Avenue. The proposed Project design would locate truck parking within the eastern portion of the site, adjacent to the existing railway and industrial uses. In this way, the Project would direct truck traffic away from nearby residential or sensitive receptor neighbors.
Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources.	
STRATEGY No. 20: Preserve, restore and protect water bodies, natural areas and wildlife habitats.	
LU Policy 20-5: Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.	Consistent: The proposed Project would not discharge directly into any natural waterbodies, wildlife habitats, wetlands, rivers, or the Pacific Ocean. Stormwater would ultimately be conveyed to the ocean via the

General Plan Goals and Policies	Project Consistency
	existing public storm drain located within Cherry Avenue, as it does under current conditions. The proposed Project is required to mitigate water quality concerns and comply with local MS4 Permit regulations, including implementation of best management practices (BMPs).
Natural Resource Protection Policies	
<p>Policy 1: Minimize any potential impacts to unknown archaeological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines, including those set forth in California PRC section 21083.2.</p>	<p>Consistent: Public Resources Code (PRC) Section 21083.2 requires agencies to determine whether projects would have effects on “unique archaeological resources.” The Project site has been previously disturbed by prior development, and discovery of unique archaeological resources is not anticipated. As discussed in Section 4.19, Tribal Cultural Resources, the Project site does not contain any resources that are likely to have historic significance, and the Native American Heritage Commission’s Sacred Lands File (SLF) record search was negative, indicating that there are no known sacred lands on the Project site. Appropriate treatment and documentation will nonetheless be required, should unique archaeological resources be discovered during Project construction.</p>
<p>Policy 2: Minimize any potential impacts to unknown paleontological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines.</p>	<p>Consistent: The Project site has been previously disturbed by prior development, and the discovery of unknown paleontological resources is not anticipated during Project construction. Further, the Project would provide appropriate documentation and treatment in the event unknown paleontological resources are discovered, as required; refer to Section 4.6: Cultural Resources and Section 4.7: Geology and Soils for further discussion relating to paleontological resources, including mitigation for inadvertent discovery of paleontological resources.</p>
<p>Policy 3: Minimize any potential impacts to unknown buried human remains by ensuring appropriate examination, treatment, and protection of human remains (in the event of an unanticipated discovery of a burial, human bone, or suspected human bone) as required by 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, or as updated.</p>	<p>Consistent: The Project would comply with the mandates provided by State regulation, including CCR Section 15064.5(e), PRC Section 5097, and HSC Section 7050.5. Specifically, the Project would comply with HSC Section 7050.5 should any unanticipated human remains be accidentally discovered during excavation of the Project area; refer to Section 4.6: Cultural Resources for further discussion relating to paleontological resources, including mitigation for inadvertent discovery of paleontological resources.</p>
Mobility Element (2013)	
CX3 Pedestrian Plan	
<p>MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.</p>	<p>Consistent: The Project would include improvements necessary to facilitate pedestrian usage including a flashing beacon-crosswalk lighting system, bus shelter upgrade, sidewalk, curb-and-gutter, and landscaping improvements on Cherry Avenue, along the Project’s frontage, consistent with the City’s standards. Further improvements are described in Section 4.18, Transportation.</p>

Public Safety Element (2002)	
Development Goals	
Goal 3: Provide an urban environment, which is as safe from all types of hazards as possible.	Consistent: The future tenants of the Project site have yet to be identified, and the future use of hazardous materials is unknown. However, the proposed Project would include perimeter fencing that would prevent unauthorized access to the property and undue exposure of any on-site hazards to the public. Additionally, the potential future use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. Environmental Protection Agency (EPA), U.S. Department of Transportation, and California Division of Occupational Safety and Health.
Goal 5: Use physical planning as a means of achieving greater degrees of protection from safety hazards.	Consistent: The Project site is not located over any known active or potentially active faults, including Alquist-Priolo Earthquake Fault Zones, nor is the Project site located within a designated landslide zone. The Project site is located in an area susceptible to liquefaction; however, mitigation would reduce the potential for catastrophic failure of the proposed building and subsequent harm to occupants. Please refer to Section 4.7, Geology and Soils for further discussion. Additionally, the Project site is not located in or near lands classified as Very High Fire Hazard Severity Zones; refer to Section 4.21, Wildfire for further discussion. In this way, the Project would not expose people or structures to safety hazards as a result of its physical location within the City.
Goal 7: Assure continued safe accessibility to all urban land uses throughout the City.	Consistent: During both construction and long-term operation, the proposed Project would be required to maintain adequate access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Project driveways and internal driveways would comply with the regulations provided in the LBMC and be subject to review by Long Beach Fire Department (LBFD); refer to Section 4.18, Transportation for further discussion.
Goal 8: Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters.	Consistent: The Project would be designed in accordance with applicable building codes including the California Fire Code and may be subject to review by the Chief of Police, Building and Planning Department, and the LBFD.
Goal 9: Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).	Consistent: The Project would design for adequate access for firefighting equipment and police surveillance, as required by the LBMC.
Goal 11: Critically evaluate proposed public and private actions, which may pose safety hazards to residents or visitors.	Consistent: The Project would be designed in accordance with applicable building codes, including the California Fire Code and may be subject to review by the Chief of Police, Building and Planning Department, and the LBFD.
Protection Goals	
Goal 2: Protect existing land uses from the intrusion of safety hazards.	Consistent: The proposed Project would include perimeter fencing that would prevent unauthorized access to the property and undue exposure of any on-site hazards to the public. Additionally, the potential future use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the U.S. EPA,

	U.S. Department of Transportation, and California Division of Occupational Safety and Health.
Goal 3: Reduce public exposure to safety hazards.	Consistent: The proposed Project would include perimeter fencing that would prevent unauthorized access to the property and undue exposure of any on-site hazards to the public. The Project would comply with seismic design requirements included in the California Building Code (CBC) guidelines, the California Fire Code (CFC) and the City’s municipal code. Compliance with design requirements in the CBC, CFC, and City’s municipal code would reduce public exposure associated with safety risks.
Goal 4: Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.	Consistent: The proposed Project would include perimeter fencing and a natural landscape berm that would prevent unauthorized access to the property and undue exposure of any on-site hazards to the public.
Goal 8: Assure continued safety measures for the preservation of property values.	Consistent: During both construction and long-term operation, the proposed Project would be required to maintain adequate access for emergency vehicles as required by the City of Long Beach and the Lbfd. Project driveways and internal driveways would comply with the regulations provided in the LBMC and be subject to review by Lbfd; refer to Section 4.18, Transportation for further discussion.
Seismic Safety Element (1988)	
Development Goals	
Goal 2: Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards.	Consistent: The Project site is not located over any known active or potentially active faults, including Alquist-Priolo Earthquake Fault Zones, nor is the Project site located within a designated landslide zone. The Project site is located in an area susceptible to liquefaction; however, mitigation would reduce the potential for catastrophic failure of the proposed building and subsequent harm to occupants. Please see Section 4.7, Geology and Soils .
Protection Goals	
Goal 1: Reduce public exposure to seismic risks.	Consistent: The Project site is not located over any known active or potentially active faults, including Alquist-Priolo Earthquake Fault Zones, nor is the Project site located within a designated landslide zone. The Project site is located in an area susceptible to liquefaction; however, mitigation would reduce the potential for catastrophic failure of the proposed building and subsequent harm to occupants. Please see Section 4.7, Geology and Soils . The proposed Project would comply with seismic design requirements included in the CBC guidelines and the City’s municipal code. Compliance with design requirements in the CBC and City’s municipal code would reduce public exposure associated with seismic risks.

<p>Goal 2: Provide the maximum feasible level of seismic safety protection services.</p>	<p>Consistent: Per Mitigation Measure GEO-1, prior to issuance of building permits, the Project Applicant would prepare a final geotechnical report that includes site-specific design recommendations for seismic safety and design requirements to meet applicable State and City regulatory requirements.</p>
<p>Urban Design Element (2019)</p>	
<p>Strategy No. 7: Provide safe and secure neighborhoods, streets, buildings, parks, and plazas.</p>	
<p>Policy UD 16-5: Incorporate Crime Prevention Through Environmental Design (CPTED) strategies into the design and development of populated areas.</p>	<p>Consistent: The proposed Project would employ CPTED strategies in its design that emphasize access control, territorial reinforcement, and natural surveillance/visibility. These include elements such as gates, shrubs, and fences that prevent or deter access to the site by unauthorized users.</p>
<p>Policy UD 25-1: Develop the Neo-Industrial PlaceType as a buffer between existing industrial and residential neighborhoods.</p>	<p>Consistent: The proposed Project would implement the Project site's Neo-Industrial PlaceType designation by replacing the existing heavy industrial land use with a light industrial use, i.e., a state-of-the art industrial building that will be used for warehouse and/or clean manufacturing uses and whose primary operations will occur entirely within enclosed structures, and provide a buffer between existing heavy industrial uses and less intense uses.</p>
<p>Citywide Implementation Strategies</p>	
<p>LU-M-1: Update the Zoning Regulations and Zoning Districts Map to include new zoning districts and development standards that are consistent with the PlaceTypes, goals, strategies and policies outlined in this Land Use Element.</p>	<p>Consistent: The proposed Project is currently within the IG zoning district, which is inconsistent with its NI PlaceType designation. The proposed Project includes a zone change to designate the site as IL district, which will make the site's zoning consistent with its NI PlaceType designation. While the City is still in the process of developing new zoning districts to implement the NI PlaceType, the proposed Project is likewise expected to be consistent with any new Neo-Industrial specific zoning. Further, the Project would implement the Project site's Neo-Industrial PlaceType designation by replacing the existing heavy industrial land use with a light industrial use, i.e., a state-of-the art industrial building whose primary operations will occur entirely within enclosed structures. The proposed building would likewise include parking plans that align with the Neo-Industrial PlaceType. The Project Applicant is also working with community groups to foster creative class businesses, which are encouraged in the Neo-Industrial PlaceType.</p>
<p>LU-M-11: Continue to implement the Sustainability Action Plan. Introduce new goals and action measures that promote sustainability, including items related to land use and mobility planning, increasing walking and biking, increasing energy efficiency, reducing greenhouse gases and promoting renewable energy.</p>	<p>Consistent: The proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including with California Green Building Standards. LEED certification is contemplated for the proposed building. The proposed Project would not result in a significant impact with respect to greenhouse gas emissions (see Section 4.9, Greenhouse Gas Emissions). As part of construction of the proposed Project, Project Labor Agreements would foster local workforce and reduce vehicle miles traveled by construction workers. This would reduce overall VMT and associated environmental impacts.</p>
<p>LU-M-24: Implement major change areas identified in the Land Use Plan and Map LU-20.</p>	<p>Consistent: The City is still in the process of updating its Zoning Ordinance to reflect the 2040 Update to the General Plan, and the zoning of the proposed Project</p>

	<p>site has not been updated since the site was designated as NI PlaceType. The Project would implement the Project site's Neo-Industrial PlaceType designation by changing the zoning of the site to IL district, which is consistent with its NI PlaceType designation. The proposed Project would further implement the site's NI PlaceType designation by replacing the existing heavy industrial land use with a light industrial use, i.e., a state-of-the-art industrial building that will be used for warehouse and/or clean manufacturing uses whose primary operations will occur entirely within enclosed structures. The proposed building would likewise include parking plans that align with the Neo-Industrial PlaceType. The Project Applicant is also working with community groups to foster creative class businesses, which are encouraged in the Neo-Industrial PlaceType.</p>
<p>LU-M-50: Develop an engagement process to actively involve residents, businesses, property owners and organizations within low-income and minority neighborhoods early in planning development processes involving projects that may result in disproportionately high and adverse human health or environmental burdens to these neighborhoods. Utilize multilingual outreach methods to allow residents whose primary language is not English to be involved in decision-making processes.</p>	<p>Consistent: The proposed Project would not result in disproportionately high or adverse human health or environmental burdens to the surrounding neighborhood, as it would replace an existing heavy industrial site with a state-of-the-art light industrial building employing sustainable building practices. Nonetheless, through the planning process for this Draft EIR, the City has engaged the community in scoping and will publish the Draft EIR for public review and comment.</p>
<p>LU-M-51: Work with agencies and organizations to prepare environmental justice studies that evaluate and mitigate the adverse effects of new projects and operations that have the potential to result in disproportionately high and adverse human health or environmental effects on low-income and minority populations.</p>	<p>Consistent: The Project Applicant is committed to working with the City to complete necessary environmental justice studies identifying any potentially adverse effects associated with the proposed Project.</p>
<p>LU-M-52: Continue the community engagement process and outreach to surrounding neighborhoods, stakeholders and businesses to stimulate dialogue and more proactively address community concerns.</p>	<p>Consistent: The Project Applicant has engaged with numerous community groups, including the North Long Beach Neighborhood Alliance, various neighborhood associations, and school and education leaders. Through the planning process for this Draft EIR, the City has engaged the community in scoping and will publish the Draft EIR for public review and comment.</p>
<p>LU-M-56: Work with regional planning agencies, community-based organizations and industry representatives to design freight facilities near neighborhoods in ways that reduce exposure to goods movement activities and support health, environmental and economic objectives.</p>	<p>Consistent: The proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. While the ultimate tenant has not yet been identified, the industrial building is expected to be used for warehouse and/or clean manufacturing whose primary operations will occur entirely within enclosed structures. The proposed Project is located on Cherry Avenue with direct access to the 91 Freeway, thus minimizing the use of surface streets and traffic-related potential impacts.</p>
<p>LU-M-102: Require that streets, large parking lots and other expansive asphalt areas be designed to direct rainwater runoff to landscaped areas or cisterns. Where appropriate, replace impervious surfaces (e.g., sidewalks, driveways, outdoor patios and parking lots) with permeable materials. Drainage features that incorporate slow time of concentration, reduced pollution load from runoff and groundwater infiltration should be</p>	<p>Consistent: As discussed in Section 4.11, Hydrology and Water Quality, the proposed site improvements would include onsite storm drain infrastructure, including catch basins to convey runoff to a stormwater treatment system. There is known groundwater contamination and ongoing remediation in the project area that is the responsibility of Tesoro Logistics Operations, LLC. Infiltration into groundwater is prohibited by the local</p>

<p>incorporated where appropriate.</p>	<p>MS4 Permit. However, the proposed Project would reduce pollutants from stormwater runoff via structural BMPs. The proposed Project BMPs would divert stormwater into the underground stormwater detention system for settling. From there, runoff will receive treatment via biofiltration through a proprietary unit that utilizes separation, pretreatment cartridges and engineered media. The engineered media emulates and exceeds that of filtration through natural soil prior to discharging offsite into the existing Cherry Avenue public storm drain.</p>
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Source: City of Long Beach General Plan, <<https://www.longbeach.gov/lbcd/planning/advance/general-plan/>>. Prepared by: Kimley-Horn, 2023.

SCAG 2020-2045 RTP/SCS Strategies

The proposed Project would be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health.

The Project’s compliance with the RTP/SCS would promote the sustainable and beneficial growth of the region. **Table 4.12-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Connect SoCal Goals** summarizes the Project’s compliance with the RTP/SCS.

Table 4.12-2 Project Compatibility with SCAG 2020-2045 RTP/SCS Connect SoCal Goals

RTP/SCS Strategies	Project Consistency
1. Encourage regional economic prosperity and global competitiveness.	Consistent: Redevelopment of the Project site would revitalize a currently underutilized industrial land use by developing a speculative industrial building to better serve the needs of the City and the region and provide employment opportunities for local residents. Therefore, implementation of the Project would improve local and regional economic prosperity.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: The proposed Project would improve efficiency and safety regarding the travel of people and goods. Based on conceptual Project plans, the proposed Project would accomplish this by optimizing site access driveways and parking orientation, potentially improving traffic safety on the westerly adjacent Cherry Avenue.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent: The Project has incorporated the requirements of the South Coast Air Quality Management District to reduce greenhouse gas emissions and improve air quality; refer to Section 4.4, Air Quality and Section 4.9, Greenhouse Gas Emissions .
6. Support healthy and equitable communities.	Consistent: The proposed Project would better serve the needs of the community by providing new employment opportunities. Additionally, the proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. The proposed building would incorporate roof-top solar panels. Utilization of solar power would help offset consumption of electricity that may be produced using fossil fuels. The roof membrane would have an SRI Index of 78 to reduce the heat island effect as part of LEED Certification (Green Business Certification, Inc. [GBCI] #1000164836). Reduction of heat islands is beneficial to the community by reducing air pollution and heat-related health impacts.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent: The proposed Project would develop a state-of-the-art speculative light industrial building employing sustainable building practices consistent with applicable local and state policies, including California Green Building Standards. The proposed Project is situated to take advantage of existing transportation infrastructure, with efficient access to nearby highways and

RTP/SCS Strategies	Project Consistency
	the Ports of Long Beach and Los Angeles.

Source: SCAG (2020). Connect SoCal. Retrieved from https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial-plan_0.pdf?1606001176 Accessed January 2022.
Prepared by: Kimley-Horn, 2023.

In consideration of the above, the proposed Project would be consistent with the applicable land use planning goals and policies. Therefore, any impact would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, are under construction, or are recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to land use and planning. For purposes of this analysis, the geographic scope for purposes of identifying cumulative impacts to land use and planning would be the City of Long Beach.

The proposed Project would redevelop the Project site with a speculative light industrial building and seek a zone change of the Project site to (IL) Light Industrial. This zone change would be consistent with the City's vision for the area.

Each of the cumulative projects would be subject to CEQA and review by City regulatory agencies. This would include a review of each project's consistency with the General Plan, Zoning Ordinance, and other applicable requirements. Any conflicts would be mitigated or resolved through the City's discretionary review and approval process. Impacts to land use would be less than significant. Accordingly, the proposed Project when combined with the cumulative projects, would not have any cumulatively considerable impacts on land use and planning.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

The proposed Project would result in less than significant impacts to land use and planning. No mitigation is required.

4.13 Mineral Resources

This section discusses potential impacts to mineral resources that may result from the proposed Project. Potential effects are evaluated based on the Project's potential to 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; and potential to 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.

4.13.1 Regulatory Setting

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) of 1975 (California Public Resources Code [PRC] §§ 2710-2796) required the California State Mining and Geology Board to classify California mineral resources with the Mineral Resource Zones (MRZs) system. These zones have been established based on the presence or absence of significant sand and gravel deposits and crushed rock and stone sources (e.g., products used in the production of cement). The MRZ categories are defined as follows:

- **MRZ-1:** Areas where available geologic information indicates there is little likelihood for the presence of significant mineral resources.
- **MRZ-2a:** Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. As shown on the California Mineral Land Classification Diagram, MRZ-2 is divided on the basis of both degree of knowledge and economic factors. Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.
- **MRZ-2b:** Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified MRZ-2b contain discovered mineral deposits that are either inferred reserves as determined by limited sample analysis, exposure, and past mining history or are deposits that presently are sub-economic. Further exploration work and/or changes in technology or economics could result in upgrading areas classified MRZ-2b to MRZ-2a.
- **MRZ-3a:** Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2a or MRZ-2b categories. As shown on the California Mineral Land Classification Diagram, MRZ-3 is divided on the basis of knowledge of economic characteristics of the resources.
- **MRZ-3b:** Areas containing inferred mineral occurrences of undetermined mineral resource significance. Land classified MRZ-3b represents areas in geologic settings that appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a category or specific localities into MRZ-2a or MRZ-2b categories.

- **MRZ-4:** Areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources.

Department of Conservation, California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM) is a subdivision of the California Department of Conservation (DOC). CalGEM, formerly the Division of Oil, Gas, and Geothermal Resources, oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells. CalGEM functions as an information repository but also regulates oil and gas extraction activities consistent with state regulations, which include Section 3000 *et seq.* of the State Public Resources Code and Title 14, Division 2, Chapter 4 of the California Code of Regulations. CalGEM maintains Well Finder, an online mapping application that depicts California’s oil and gas industry information. CalGEM regularly updates oil well locations and status, oil field boundaries, lease boundaries, and district boundaries.

Department of Conservation, California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM) is a subdivision of the California Department of Conservation (DOC). CalGEM, formerly the Division of Oil, Gas, and Geothermal Resources, oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells. CalGEM functions as an information repository but also regulates oil and gas extraction activities consistent with state regulations, which include Section 3000 *et seq.* of the State Public Resources Code and Title 14, Division 2, Chapter 4 of the California Code of Regulations. CalGEM maintains Well Finder, an online mapping application that depicts California’s oil and gas industry information. CalGEM regularly updates oil well locations and status, oil field boundaries, lease boundaries, and district boundaries.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City’s vision of the community and future development.¹ The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following goal to protect the City’s mineral resources:

Conservation Element

- Conservation Goal 1: To conserve the natural resources of Long Beach through wise management and well planned utilization of water, vegetation, wildlife, minerals, and other resources.²

4.13.2 Environmental Setting

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 -

¹ City of Long Beach. Long Beach General Plan. <https://www.longbeach.gov/lbds/planning/advance/general-plan/> (accessed September 2023)

² City of Long Beach. General Plan Conservation Element. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element> (accessed September 2023)

South Half”.³ The Project site falls within the MRZ-1 zone, where available geologic information indicates there is little likelihood for the presence of significant mineral resources.

Oil and gas extraction have economic significance within the City of Long Beach. Therefore, oil is considered a known and locally-important mineral resource. Based on state oil and gas production mapping, the Project site is not within a known oil/gas field nor does the Project site contain any oil/gas wells or oil extraction activities.⁴

4.13.3 Impact Analysis

Methodology

The effects of the proposed project on mineral resources were assessed qualitatively. The analysis included identifying mineral resources employing maps and databases made available to the public by the State and assessing the potential effects of the proposed Project on these resources. Sources employed include the CalGEM Well Finder and the California Geological Survey’s mineral resources map, “Generalized Mineral Land Classification Map of Los Angeles County - South Half.”

Thresholds of Significance

An impact is considered significant if the Project would:

- Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Project Impacts

Threshold MIN-1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Impact MIN-1: No Impact.

According to the California Geological Survey’s mineral resources map, the proposed Project site falls within the MRZ-1 zone, where available geologic information indicates there is little likelihood for the presence of significant mineral resources. Additionally, there are no established current economic operations for concrete aggregate extraction within or near the Project site.

Oil is also considered to be a valuable mineral resource within the City of Long Beach. Based on the California DOC’s Well Finder map, the Project site is not within an oil/gas field nor does it contain oil extraction activities such as wells. The nearest operational oil/gas field is located approximately 2.3-miles southeast of the Project site. Approximately 30 petroleum storage tanks of various sizes are located on the existing industrial development to the north and east of the Project site. The proposed Project does not propose operations that would encroach upon existing oil operations. Accordingly, the proposed Project, including all Tenant Use Options, would have no impact to mineral resources.

³ California Department of Conservation, Generalized Mineral Land Classification Map of Los Angeles County – South Half, Aggregate Resources Only.

⁴ California DOC. 2022. Well Finder. <<https://maps.conservation.ca.gov/doggr/wellfinder/>> (accessed October 2023).

Threshold MIN-2: 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?

Impact MIN-2: No Impact.

The Project site does not serve as an active mining site, nor is there any mining activity in the Project vicinity. Excluding oil, the City of Long Beach General Plan does not identify mineral resources within the city limits. The Project site is currently fully developed for industrial uses and no part of the Project site is within an area owned or controlled by an aggregate producer, nor has the Project site previously been used for mineral extraction. Similarly, the Project site is not within an area that is used for oil/gas production nor is the Project site within a known oil/gas field. Therefore, the proposed Project, including all Tenant Use Options, would not result in the loss of availability of a locally important mineral resource recovery site and there would be no impact.

Cumulative Impacts

As previously discussed, the Project site falls within the MRZ-1 zone, where available geologic information indicates there is little likelihood for the presence of significant mineral resources. Furthermore, the Project site is not located within an oil/gas field and there are no oil wells located in the surrounding area. Similarly, the cumulative projects also fall within the MRZ-1 zone, are not located within an oil/gas field, and are not located adjacent to oil wells. Accordingly, neither the proposed Project nor the cumulative projects would have impacts, including cumulative impacts, associated with mineral resources.

Mitigation Measures

No mitigation measures are required as the proposed Project would have no impacts to mineral resources.

Level of Significance After Mitigation

Not applicable. There would be no Project-specific or cumulative impacts related to mineral resources.

4.14 Noise

This section of the Draft EIR addresses potential noise and vibration impacts associated with the proposed Project. This discussion includes information regarding noise fundamentals, regulatory setting, the existing noise environment, the noise analysis methodology, and the potential Project-related noise and vibration impacts. A noise study was prepared for the proposed Project and is included as **Appendix L, Cherry Avenue Industrial Building Noise and Vibration Analysis**.

4.14.1 Noise Fundamentals

Noise is often defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. **Figure 4.14-1: Typical Noise Levels**, illustrates various common activities, their noise levels, and their subjective loudness and physical effects.

Figure 4.14-1: Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	SPEECH INTERFERENCE
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	LOUD	SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	MODERATE	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

Range of Noise

Since the range of intensities that the human ear can detect is so large, the scale commonly used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as

loud.¹ The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly 60 dBA, while loud jet engine noise at approximately 1,000 feet equates to 110 dBA, which can cause serious discomfort.² Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The following describe the noise metrics employed in this analysis.

- **Equivalent Sound Level** - The most used metric is the equivalent sound level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in dBA. The L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.
- **Community Noise Equivalent Level** - Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Long Beach relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.
- **Maximum A-Weighted Noise Level** - The maximum noise level of a single event is represented as L_{max} . A-weighted sound levels change over the span of noise event and L_{max} is used to describe peak noise. For example, as a car approaches, the sound level increases, then fades into the background as it recedes into the distance. The maximum sound level as the car passes by would be described using L_{max} .

Sound Propagation

When sound propagates over a distance, it changes in level and frequency. The way noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point

¹ California Department of Transportation (Caltrans) Environmental Program. *Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol*. Sacramento, CA : s.n., September 2013.

² U.S. Environmental Protection Agency (USEPA), Office of Noise Abatement and Control. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. March 1974. EPA/ONAC 50/9/74-004.

sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.³

Ground Absorption

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.⁴

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.⁵

Shielding

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an “out of sight, out of mind” effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure.⁶

Noise Control

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

³ Caltrans Environmental Program. *Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol*. Sacramento, CA : s.n., September 2013.

⁴ U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA), Office of Environment and Planning, Noise and Air Quality Branch. *Highway Traffic Noise Analysis and Abatement Policy and Guidance*. December 2011. FHWA-HEP- 0-025.

⁵ Caltrans Environmental Program. *Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol*. Sacramento, CA : s.n., September 2013.

⁶ U.S. DOT FHWA. *Highway Noise Barrier Design Handbook*. 2001.

Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source.

Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.⁷

Community Response to Noise

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments.⁸ Thus, a variety of reactions can be expected from people exposed to any given noise environment.

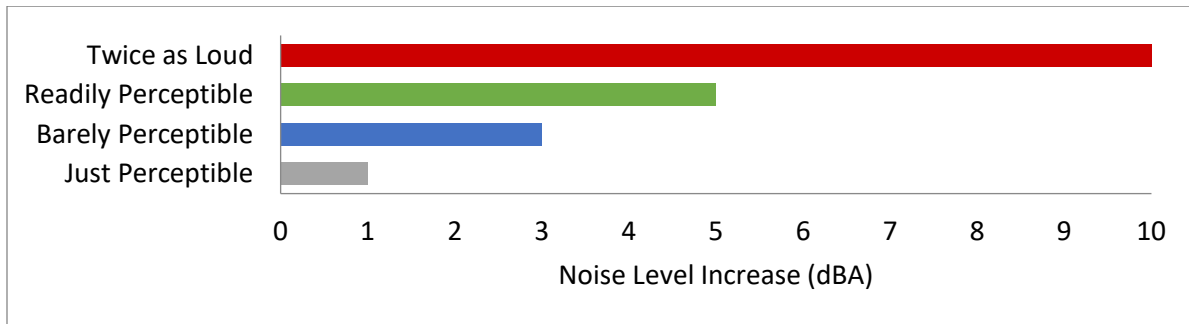
Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. According to research originally published in the U.S. Environmental Protection Agency's (U.S. EPA) *Noise Effects Handbook*, the percentage of high annoyance ranges from approximately zero percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on **Figure 4.14-2: Noise Level Increase Perception**. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible.⁹

⁷ U.S. DOT FHWA. *Highway Traffic Noise in the United States, Problem and Response*. April 2000. p. 3.

⁸ U.S. EPA Office of Noise Abatement and Control. *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise*. October 1979 (revised July 1981). EPA 550/9/82/106.

⁹ U.S. DOT FHWA Office of Environment and Planning, Noise and Air Quality Branch. *Highway Traffic Noise Analysis and Abatement Policy and Guidance*. December 2011. FHWA-HEP- 0-025.

Figure 4.14-2: Noise Level Increase Perception



Vibration

Per the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

Additionally, in contrast to airborne noise, ground-borne vibration outdoors is not a common environmental problem and annoyance from ground-borne vibration is almost exclusively an indoor phenomenon.¹⁰ Therefore, the effects of vibrations should only be evaluated at a structure and the effects of the building structure on the vibration should be considered. Wood frame buildings, such as typical residential structures, are more easily excited by ground vibration than heavier buildings. In contrast, large masonry buildings with spread footings have a low response to ground vibration.¹¹ In general, the heavier a building is, the lower the response will be to the incident vibration energy. However, all structures reduce vibration levels due to the coupling of the building to the soil.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal.¹² The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body.¹³ However, the RMS amplitude and PPV are related mathematically, and the RMS amplitude of equipment is typically calculated from the PPV reference level. The RMS amplitude is approximately 70% of the PPV.¹⁴ Thus, either can be used in the description of vibration impacts.

¹⁰ U.S. DOT Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 0123. September 2018.

¹¹ *Id.*

¹² *Id.*

¹³ *Id.*

¹⁴ Caltrans. *Transportation and Construction Vibration Guidance Manual*. April 2020.

While not universally accepted, vibration decibel notation (VdB) is another vibration notation developed and used by the FTA in their guidance manual to describe vibration levels and provide a background of common vibration levels and set vibration limits.¹⁵ Decibel notation (VdB) serves to reduce the range of numbers used to describe vibration levels and is used in this report to describe vibration levels.

As stated in the FTA guidance manual, the background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. **Figure 4.14-3: Typical Levels of Ground-Borne Vibration**, illustrates common vibration sources and the human and structural response to ground-borne vibration.

4.14.2 Regulatory Setting

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the State of California and its counties and cities have established regulations and standards to control unwanted noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

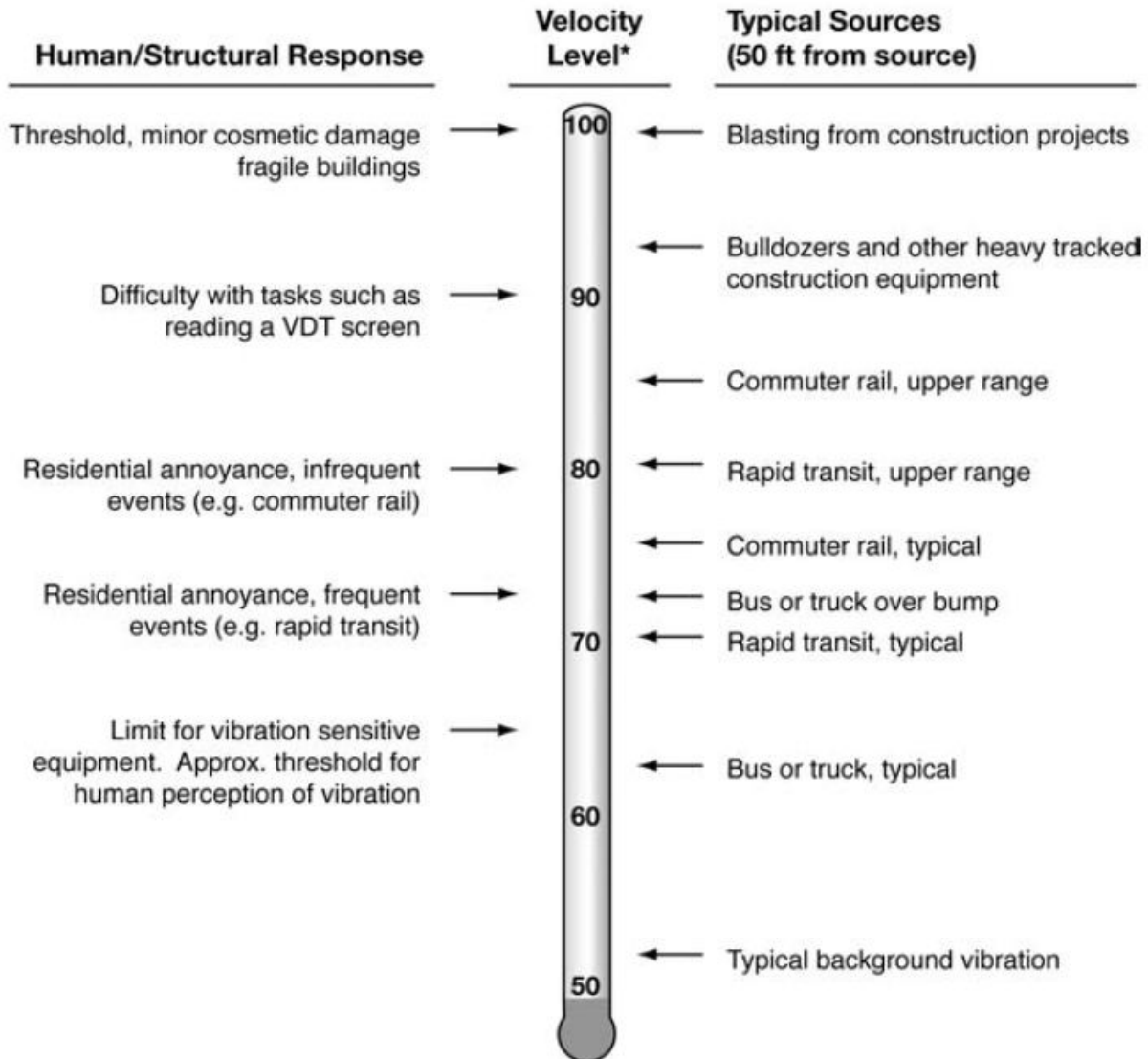
Federal

Federal Transit Administration

The Federal Transit Administration (FTA) provides guidance for the analysis of noise and vibration in the *Transit Noise and Vibration Impact Assessment Manual* (FTA Guidance Manual). The FTA Guidance Manual provides methodologies for analyzing noise during project construction and operation.

¹⁵ U.S. DOT, FTA. *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 0123. September 2018.

Figure 4.13-3: Typical Levels of Ground-Borne Vibration



* RMS Vibration Velocity Level in VdB relative to 10⁻⁶ inches/second

State

State of California Noise Regulations

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). OPR identifies suggested land use noise compatibility levels as part of its General Plan Guidelines. These suggested guidelines provide planners with a tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as

zoning modifications. In addition, the State through CEQA requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

Local

City of Long Beach General Plan Noise Element

On June 6, 2023, the City of Long Beach adopted a revised Noise Element (2023 Noise Element) replacing the previous Noise Element from the 1975 General Plan (1975 Noise Element). The 2023 Noise Element identifies several policies to minimize the impacts of excessive noise levels throughout the community and establishes allowable noise exposure levels from transportation sources for all land uses.

The 2023 Noise Element includes strategies and policies to reduce construction noise impacts. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the source, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise.

To protect Long Beach residents from excessive noise, the 2023 Noise Element contains the following policies applicable to the proposed Project:

- **Policy N 3-1:** Provide sufficient spatial separation between industrial uses and noise sensitive uses. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise sensitive uses to excessive industrial-related noise.
- **Policy N 3-2:** Ensure new industrial uses are in compliance with the City's Noise Ordinance.
- **Policy N 3-3:** Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.
- **Policy N 3-4:** Enforce established hours and routes for delivery trucks and truck traffic.
- **Policy N 3-5:** Where noise sensitive uses are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology.
- **Policy N 5-1:** In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during nighttime hours to less than five minutes.
- **Policy N 5-2:** Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards.
- **Policy N 5-3:** Encourage conduction of high-noise or high-vibration activities in a set window of time during the day.
- **Policy N 5-4:** Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
- **Policy N 5-5:** Commercial delivery truck traffic should avoid residential areas whenever feasible.

- **Policy N 5-6:** Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.
- **Policy N 5-7:** Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible.
- **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- **Policy N 12-2:** Continue to limit the allowable hours for construction activities and maintenance operations near sensitive uses.
- **Policy N 12-3:** As part of the City’s Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.
- **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- **Policy N 12-5:** Require that all construction activities incorporate best business practices,
 - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
 - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
 - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
 - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
 - The construction contractor should use on-site electrical sources to power equipment rather than diesel generators, where feasible.
 - All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
 - A “noise disturbance coordinator” should be established by the project developer. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.

Long Beach Municipal Code

Construction Noise Standards

To control noise impacts associated with construction, the LBMC has established specific timeframes during which construction activity is allowed. LBMC Section 8.80.202 restricts construction activity between 7:00 p.m. and 7:00 a.m.

At this time, the City has not established quantitative construction noise standards in the municipal code. The 2023 General Plan Noise Element acknowledges that while the City does not typically rely on any specific federal noise regulations, the construction noise and vibration guidelines from the FTA Guidance Manual may be used when local criteria are not established. According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use.

The FTA identifies two types of construction noise assessment criteria, general and detailed. For general construction noise assessments, the analysis is limited to the two noisiest pieces of equipment with an hourly daytime exterior noise level threshold for residential land use of 90 dBA Leq(1hr). However, for long-term construction projects that would expose sensitive receivers to noise for extended periods of time, the FTA considers a daytime 8-hour average exterior construction noise level of 80 dBA Leq(8hr). While the FTA daytime exterior construction noise level of 80 dBA Leq is considered a reasonable threshold to assess construction noise level impacts, the 1975 Noise Element, indicates a construction noise level threshold of 70 dBA Leq for locations “away from major roads and sources of industrial noise” may be appropriate. Therefore, while this noise level was not adopted as a policy, to evaluate whether the proposed Project would generate potentially significant noise levels at nearby noise sensitive residential receiver locations, the noise analysis conservatively relies on the lower exterior mobile construction noise level limit of 70 dBA Leq from the 1975 Noise Element.

Operational Noise Standards

To analyze noise impacts for the proposed Project, the noise study relies on noise standards established in the Long Beach Municipal Code (LBMC). Municipal codes establish the regulations that implement the policies and goals set forth in general plans. Noise regulations for the City of Long beach are promulgated in LBMC Chapter 8.80, *Noise*.

Exterior Noise Limits

Section 8.80.150 of the LBMC, *Exterior noise limits—Sound levels by receiving land use district*, regulates exterior noise limits by land use. As shown on the Noise District Map found in LBMC Section 8.80.160, these land uses are delineated as noise districts. The Project site is located in Noise District 4 (Predominately Industrial), and the area of noise sensitive residential land use west of Cherry Avenue is located within Noise District 1 (Predominately Residential). The land uses north of South Street and east of Cherry Avenue including the County of Los Angeles Department of Animal Care and Control are located within Noise District 4.

The City’s operational exterior noise level standards applicable in Noise Districts 1 and 4 are summarized in **Table 4.14-1: Operational Exterior Noise Standards**. As shown, exterior noise

levels in District 1 shall not exceed 50 dBA during the daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.) for a cumulative period of more than 30 minutes in any hour.¹⁶ Exterior noise levels in District 4 shall not exceed 70 dBA for a cumulative period of more than 30 minutes in any hour.

Table 4.14-1: Operational Exterior Noise Standards

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standard (dBA) ¹				
			L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (<1 min)
City of Long Beach ²	District 1	7:00 a.m. to 10:00 p.m.	50	55	60	65	70
		10:00 p.m. to 7:00 a.m.	45	50	55	60	65
	District 4	Any Time	70	75	80	85	90

¹ "L" represents noise level. "L_n" represents noise level for a specified period of time. For example, L₈ indicates that the maximum noise level is exceeded for 8 percent of time in any given hour.
² LBMC Section 8.80.150.

The noise study completed for this Draft EIR (see **Appendix L**) relies on District 1 (Predominately Residential) noise standards to describe potential operational noise impacts to noise sensitive land uses in the vicinity of the Project site. Per the City’s noise standards, for District 1, the exterior noise level shall not exceed 50 dBA during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.) for not more than 30 minutes in any hour.¹⁷ As noise exposure level increases by five decibel bands, the period of allowable noise exposure decreases by corresponding amounts of time. For example, noise exposure of 65 dBA during daytime hours is allowed for not more than one minute during daytime hours. Section 8.80.150(B), states:

No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:

1. The noise standard for that land use district as specified in Table A in Section 8.80.160 for a cumulative period of more than thirty (30) minutes in any hour; or
2. The noise standard plus five (5) decibels for a cumulative period of more than fifteen (15) minutes in any hour; or
3. The noise standard plus ten (10) decibels for a cumulative period of more than five (5) minutes in any hour; or
4. The noise standard plus fifteen (15) decibels for a cumulative period of more than one (1) minute in any hour; or
5. The noise standard plus twenty (20) decibels or the maximum measured ambient, for any period of time.

Furthermore, Section 8.80.150(C) indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the noise standard shall be increased in 5 dB increments as appropriate to encompass or reflect the ambient noise conditions. The

¹⁶ MISSING FOOTNOTE
¹⁷ MISSING FOOTNOTE

LBMC defines ambient noise level as the composite of noise from all sources near and far representing the normal or existing level of environmental noise at a given location.¹⁸

Interior Noise Limits

Section 8.80.170 of the LBMC, *Interior noise limits—Sound levels*, regulates interior noise exposure limits by land use. The operational interior noise level standards used in this noise study are summarized in **Table 4.14-2: Operational Interior Noise Standards**.

Table 4.14-2: Operational Interior Noise Standards

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standard (dBA) ¹		
			L ₈ (5 mins)	L ₂ (1 min)	L _{max} (<1 min)
City of Long Beach ²	District 1	7:00 a.m. to 10:00 p.m.	45	50	55
		10:00 p.m. to 7:00 a.m.	35	40	45

¹ "L" represents noise level. "L_n" represents noise level for a specified period of time. For example, L₈ indicates that the maximum noise level is exceeded for 8 percent of time in any given hour.
² Section 8.80.170 of the City of Long Beach Municipal Code (Appendix 3.1 of the Noise and Vibration Analysis).

LBMC Section 8.80.170(B), states:

No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the City or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:

1. The noise standard for [residential land use] for a cumulative period of more than five (5) minutes in any hour; or
2. The noise standard plus five decibels (5 dB) for a cumulative period of more than one (1) minute in any hour; or
3. The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.

LBMC Section 8.80.170(C) indicates that if indoor ambient noise levels already exceed interior noise limits, then the standard shall be increased in 5 dB increments as appropriate to reflect the indoor ambient noise level.

Vibration Standards

Both construction and operational activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment (e.g., air compressors, light trucks, hydraulic loaders, etc.) generate little to no ground vibration. Operational vibrations are typically associated with the operation of motor vehicles. To limit vibration, LBMC Section 8.80.200(G) states that operating or permitting the operation of any device that creates vibration, which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way, is prohibited.

¹⁸ LBMC, Section 8.80.020, Definitions
https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT8HESA_CH8.80NO_8.80.020DE (Accessed December 27, 2023).

To analyze vibration impacts associated with the Project, vibration-generating activities are appropriately evaluated against standards outlined in the 2023 Noise Element. The 2023 Noise Element references the FTA vibration standards for potential building damage from the maximum levels for a single ground-borne vibration event. FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage.

4.14.3 Environmental Setting

Existing Noise Level Measurements

Figure 4.14-4: Noise Measurement Locations, depicts the noise level measurement locations relative to the Project site. To document the existing noise environment in the proposed Project area, long-term noise level measurements were collected in areas around the Project site on Wednesday, April 13th, 2022. The noise level measurements were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in “slow” mode to record noise levels in “A” weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

Figure 4.14-4: Noise Measurement Locations



The long-term noise level measurements were taken as close as possible to the nearest noise sensitive receiver locations around the Project site. Sensitive receivers are discussed further in Section 4.14.4, *Impact Analysis*. The noise level measurements were taken at five locations (labeled L1 through L5) at hourly intervals over a 24-hour period. By collecting individual hourly

noise level measurements, it is possible to describe the equivalent daytime and nighttime hourly noise levels.

Noise Measurement Results

Table 4.14-3: Ambient Noise Level Measurements, presents the noise measurement results at the five noise measurement locations. The noise measurements are presented as daytime (7:00 a.m. to 10:00 p.m.) L_{eq} and nighttime (10:00 p.m. to 7:00 a.m.) L_{eq} . The daytime and nighttime L_{eq} represent the average of all hourly noise levels observed during these time periods expressed as a single number. Noise measurements are also presented as L_{max} representing the highest or maximum noise level observed over the 24-hour period. Summary worksheets of the noise levels for each hour observed during the daytime and nighttime periods are provided in **Appendix L**.

Table 4.14-3: Ambient Noise Level Measurements

Location ¹	Description	Ambient Noise Level (dBA L_{eq}) ²		Peak Noise Level (dBA L_{max}) ³	
		Daytime	Nighttime	Daytime	Nighttime
L1	Located northwest of the Project site near single-family residence at 2021 East Curry Street.	78.1	73.7	84.7	80.8
L2	Located southeast of the Project site south of South Street.	70.4	66.1	77.8	74.8
L3	Located southwest of the Project site near Crossroads Church at 1900 East South Street.	72.3	69.6	80.1	78.6
L4	Located southwest of the Project site near Intercity Fellowship Hall at 5881 Cherry Avenue.	67.9	64.9	75.8	73.7
L5	Located west of the Project site near single-family residence at 1919 East Hungerford Street.	67.8	65.3	75.6	72.8

¹ See Figure 4.13-5 for the noise level measurement locations.
² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of the Noise and Vibration Analysis.
³ "Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Source: Noise and Vibration Analysis

As shown in Table 4.14-3, the highest average daytime noise measurement (78.1 dBA L_{eq}) was measured at location L1, northwest of the Project site near the corner of Cherry Avenue and East Curry Street. The same location demonstrated the highest average nighttime noise measurement (73.7 dBA L_{eq}). Similarly, the highest maximum noise measurements for both daytime and nighttime periods were measured at the same location; 84.7 dBA L_{max} for the daytime period and 80.8 dBA L_{max} for the nighttime period.

4.14.4 Impact Analysis

Methodology

This section summarizes the methods used to analyze noise associated with the proposed Project. The noise analysis evaluated construction noise, construction vibration, operational noise, and operational traffic noise. As discussed in Section 2.9, *Tenant Use Options*, the proposed Project would construct a tilt-up concrete industrial building that can accommodate a variety of different land uses (referred to as Tenant Use Options). Accordingly, the operational noise analysis accounted for the Tenant Use Options identified for the proposed Project. Tenant Use Option 1: 100% Manufacturing, would contribute the most vehicular traffic to area roadways

and was used in the analysis to represent the worst case scenario. A more detailed explanation of the noise analysis methodology is provided in **Appendix L**.

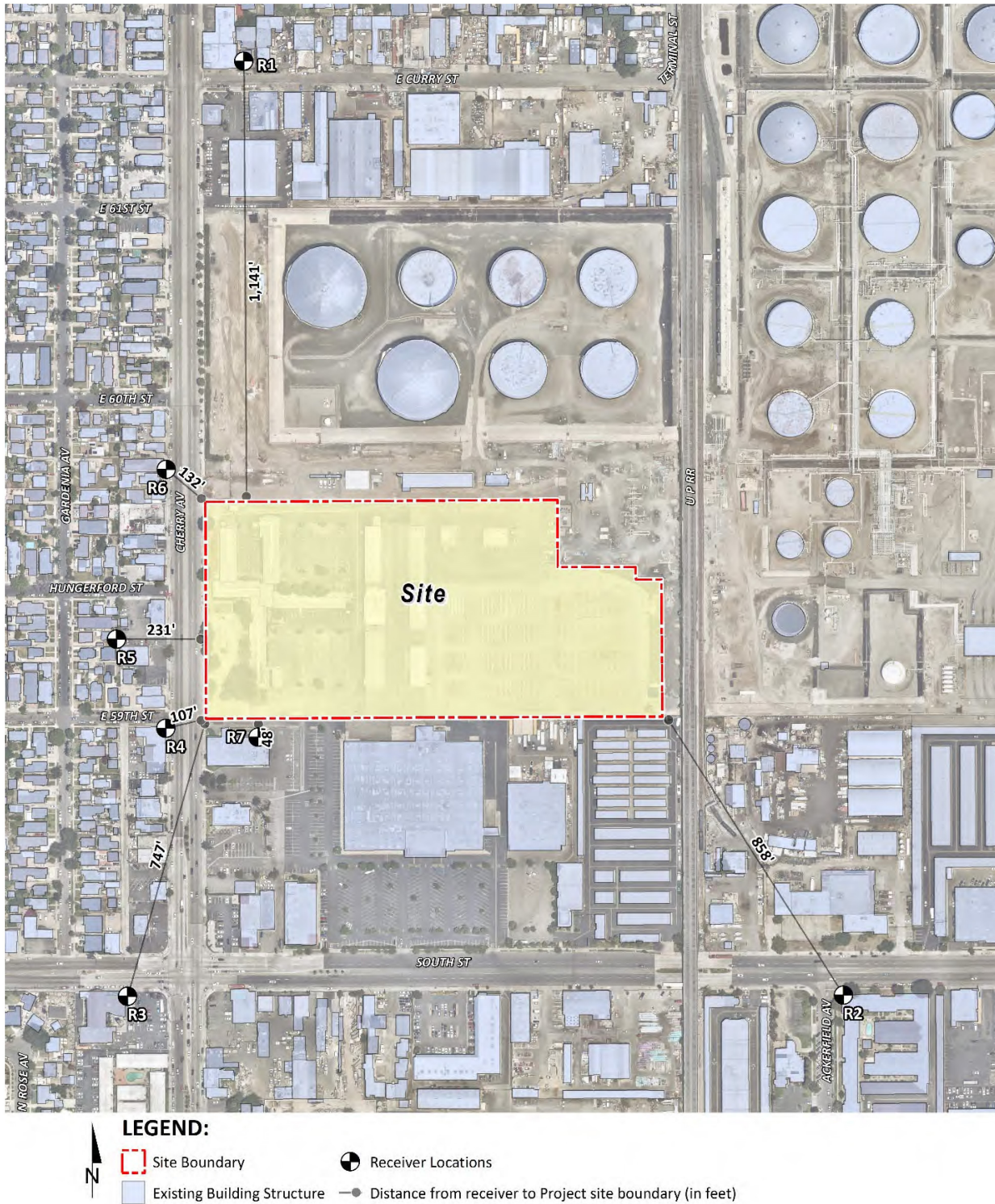
Sensitive Receivers

Seven sensitive receiver locations, labeled R1 through R7, were identified in the Project site area in order to assess the potential for construction-related and operational noise impacts associated with the proposed Project. The sensitive receiver locations are depicted on **Figure 4.14-5: Sensitive Receiver Locations**, and were selected following FHWA guidelines, consistent with additional guidance provided by Caltrans and the FTA. The sensitive receivers represent a range of land uses. Noise sensitive receivers are generally defined as land uses where the presence of unwanted sound could adversely affect the intended use of the land. These land uses include single-family dwellings, schools, hospitals, mobile home parks, churches, libraries, and recreation areas. Land uses identified as being moderately noise-sensitive include multi-family dwellings, hotels/motels, dormitories, out-patient clinics, cemeteries, golf courses, and social clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial use, manufacturing use, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

The seven sensitive receivers include:

- **R1:** Location R1 represents the existing noise sensitive residence at 2021 East Curry Street, approximately 1,041 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- **R2:** Location R2 represents the existing noise sensitive apartment community at 5700 Ackerfield Avenue approximately 831 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- **R3:** Location R3 represents the existing noise sensitive Crossroads Church at 1900 East South Street, approximately 747 feet southwest of the Project site. However, as a nonresidential use, no nighttime noise sensitive receivers exist at this location. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- **R4:** Location R4 represents the existing noise sensitive Intercity Fellowship Hall at 5881 Cherry Avenue, approximately 107 feet southwest of the Project site. However, as a nonresidential use, no nighttime noise sensitive receivers exist at this location. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Figure 4.14-5: Sensitive Receiver Locations



- **R5:** Location R5 represents the existing noise sensitive residence at 5916 Gardenia Avenue, approximately 231 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- **R6:** Location R6 represents the existing noise sensitive residence at 5949 Cherry Avenue, approximately 101 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- **R7:** Location R7 represents the Los Angeles County's Department of Animal Care and Control Building located at 5898 Cherry Avenue, approximately 48 feet south of the Project site. A review of this location shows that the Animal Care and Control Building is located within Noise District 4 (Predominately Industrial). This is consistent with the non-residential use associated with the site. As a non-residential use, no nighttime noise sensitive receivers exist at this location. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Construction Noise

Construction noise was evaluated using the FHWA Roadway Construction Noise Model national database to establish reference construction equipment noise levels for the three loudest pieces of construction equipment that would be used during each phase of Project construction. Reference noise levels were established for each piece of equipment at 50 feet and as a composite noise level for each phase of construction. Using the reference construction equipment noise levels and the Computer Aided Noise Abatement (CadnaA) noise prediction model, calculations were completed of the Project construction noise levels at the noise sensitive receiver locations.

Vibration

Vibration for the proposed Project was calculated following guidance in the FTA's Transit Noise and Vibration Impact Assessment Manual, as well as vibration calculation methods provided by Caltrans. To calculate Project construction related vibrations, ground vibration levels for various types of construction equipment were identified. Project-related vibration levels were then calculated based on the construction equipment reference levels.

Stationary Operational Noise

Stationary operational noise associated with the proposed Project was determined by measuring reference noise levels for noise sources typical of industrial building developments. These activities include loading dock activity, tractor trailer parking, truck movements, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. Based on the noise measurements, both typical (L_{eq}) and maximum (L_{max}) operational noise source levels were then calculated for the Project site and at each of the noise sensitive receiver locations. These noise measurements were then adjusted to account for ambient noise levels to reflect operational noise levels at the noise sensitive receiver locations.

Operational Traffic Noise

Roadway noise increases associated with proposed Project vehicular traffic were calculated using a computer program that replicates the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The FHA Model relies upon the Reference Energy Mean Emission Level (REMEL) database, which provides noise levels for various vehicle pass-bys. In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Level REMELs. Adjustments are made to the REMEL database to account for various factors, including roadway characteristics, site conditions, vehicle types, and traffic volume. Noise was modeled at 13 off-site roadway segments located near the sensitive receivers. The traffic noise analysis evaluated operational traffic noise associated with each of the Tenant Use Options. CNEL noise contours were prepared to assess noise impacts to noise sensitive receivers.

Thresholds of Significance

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

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

Project Impacts

Threshold NOI-1: 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?

Impact NOI-1-a: Less Than Significant Impact with Mitigation.

Construction Noise Impacts

Noise impacts associated with project construction are generally attributed to use of construction equipment, location, time of day, and duration of construction activities, and distance to noise sensitive land uses in project environs. As described in the methodology section, to describe construction noise activities, reference noise levels were established using the FHWA Roadway Construction Noise Model (RCNM) database for the three loudest pieces of equipment used during each phase of construction. **Table 14.14-4: Construction Reference Noise Levels**, provides the construction equipment reference noise levels.

Table 4.14-4: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipmnet ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	Composite Reference Noise Level (dBA L _{eq}) ²
Demolition/ Crushing	Concrete Saw	83	86.8
	Grapple (on backhoe)	83	
	Gradall	79	
Site Preparation	Tractor	80	84.0
	Backhoe	74	
	Grader	81	
Grading	Scraper	80	83.3
	Excavator	77	
	Dozer	78	
Building Construction	Crane	73	80.6
	Generator	78	
	Front End Loader	75	
Paving	Paver	74	77.8
	Dump Truck	72	
	Roller	73	
Architectural Coating	Man Lift	68	76.2
	Compressor (air)	74	
	Generator (<25kVA)	70	

¹ Derived from the FHWA Road Construction Noise Model.
² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

Project construction noise levels were calculated using the construction equipment noise levels and the CadnaA model to calculate noise levels at the seven noise sensitive receiver locations. Two thresholds were used to determine whether construction related noise exposure would result in a potentially significant noise impact at the noise sensitive receiver locations. The first threshold was a construction-related daytime noise level of 70 dBA L_{eq} derived from the City of Long Beach General Plan’s 1975 Noise Element.¹⁹ As discussed in Section 4.13.2, *Regulatory Setting*, the FTA’s daytime exterior construction noise level of 80 dBA L_{eq} is considered a reasonable threshold to assess construction noise level impacts; however, the Long Beach General Plan’s 1975 Noise Element, indicates a construction noise level threshold of 70 dBA L_{eq} may be appropriate and this more conservative noise level is used to evaluate whether the proposed Project would generate potentially significant noise impacts at nearby noise sensitive residential receiver locations. Similarly, the second threshold of 5 dBA L_{eq}, derived from LBMC Section 8.8.150, *Exterior Noise Limits – Sound Levels by Receiving Land Use District*, is used to determine whether there are potential impacts associated with daytime construction related noise level increases over ambient noise.

Table 4.14-5: Construction Noise Impacts, presents the results of the noise analysis for the first significance threshold. As shown, construction noise would exceed the 70 dBA L_{eq} threshold at noise sensitive receiver locations R4, R5, and R6.

¹⁹ The City of Long Beach adopted a new General Plan Noise Element on June 6, 2023.

Table 4.14-5: Construction Noise Impacts

Receptor Location ¹	Highest Construction Noise Levels (dBA L _{eq})	Threshold (dBA L _{eq})	Threshold Exceeded?
R1	59.9	70	No
R2	55.7	70	No
R3	61.8	70	No
R4	80.7	70	Yes
R5	73.9	70	Yes
R6	80.5	70	Yes
R7	75.5	n/a ²	No

Notes:
¹ Sensitive Receiver locations are shown on Figure 4.13-5.
² Receiver 7 is the Los Angeles County's Department of Animal Care and Control Building. As a non-residential use, there are no noise sensitive receivers at this location.

Implementation of the following mitigation measures would reduce construction noise levels to below the threshold of significance:

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

Table 4.14-6: Construction Noise Impacts with Mitigation, presents the results of the noise analysis with implementation of Mitigation Measures MM NOI-1 to MM-NOI-8. As shown, with implementation of mitigation, construction noise would not exceed the significance threshold.

Table 4.14-6: Construction Noise Impacts with Mitigation

Receptor Location ¹	Highest Construction Noise Levels with Mitigation (dBA Leq)	Threshold (dBA Leq)	Threshold Exceeded?
R1	56.2	70	No
R2	55.7	70	No
R3	54.7	70	No
R4	69.9	70	No
R5	63.6	70	No
R6	68.9	70	No
R7	72.7	n/a ²	No

Notes:
¹ Sensitive Receiver locations are shown on Figure 4.13-5.
² Receiver 7 is the Los Angeles County's Department of Animal Care and Control Building. As a non-residential use, there are no noise sensitive receivers at this location.

To describe the temporary construction noise level contributions of the proposed Project to the existing ambient noise environment, proposed Project construction noise levels were combined with the existing ambient noise levels measured at the off-site receiver locations (L1 – L5). The

ambient noise levels measured at locations L1 through L5 are presented in Table 4.14-3. The difference between the combined Project-construction and ambient noise levels is used to describe the substantial temporary construction noise level contributions to the surrounding noise environment. The temporary construction related noise level increases that would be experienced at the noise sensitive receiver locations are presented in **Table 4.14-7: Daytime Construction-Related Noise Level Increases**.

A substantial temporary noise increase is commonly identified when a project’s predicted noise levels exceed existing noise levels by 12 dBA or more. The use of 12 dB as a threshold was established by Caltrans to assess traffic noise impacts, but has been applied in other contexts, such as to evaluate construction noise. The 12 dBA threshold is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. Therefore, if the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise level of up to 12 dBA L_{eq} , then the project construction noise level increases will be considered a potentially significant impact. However, construction activities associated with proposed Project would take several months. Noise associated with construction of the proposed Project cannot be reasonably considered a short-term temporary noise impact. Accordingly, a 5 dBA noise level increase is used as the second threshold for determining significant construction-related noise impacts. A noise level increase of 5 dBA is considered readily perceptible.

As shown in Table 4.14-7, the proposed Project will contribute daytime construction noise level increases of 0.0 to 3.6 dBA L_{eq} at the closest sensitive receiver locations. The worst-case noise level increase (3.6 dBA L_{eq}) would not exceed the 5 dBA L_{eq} noise level increase threshold. The temporary construction noise level increase impacts would be less than significant.

Table 4.14-7: Daytime Construction-Related Noise Level Increases

Receiver Location ¹	Total Project Construction Noise Level (dBA L_{eq})	Ambient Noise Measurement Location ²	Measured Ambient Noise Levels ⁴ (dBA L_{eq})	Combined Project and Ambient (dBA L_{eq})	Project Increase ⁵ (dBA L_{eq})	Increase Threshold (dBA L_{eq})	Significance Threshold Exceeded?
R1	51.6	L1	78.1	78.1	0.0	5	No
R2	51.9	L2	70.4	70.5	0.1	5	No
R3	54.4	L3	72.3	72.4	0.1	5	No
R4	65.7	L4	67.9	69.9	2.0	5	No
R5	62.5	L5	67.8	68.9	1.1	5	No
R6	66.2	L5	67.8	70.1	2.3	5	No
R7	69.0	L4	67.9	71.5	3.6	5	No

¹ Noise Sensitive Receiver locations are shown on Figure 4.13-5.
² Proposed Project daytime construction noise levels are presented in Table 4.13-5.
³ Reference ambient noise level measurement locations are shown on Figure 4.13-5.
⁴ Observed daytime ambient noise levels are presented in Table 4.13-3.
⁵ The noise level increase expected with the addition of the proposed Project construction activities.

Proposed Project construction would not include nighttime construction activities (i.e., construction activity after 7:00 p.m.) Accordingly, there would be no nighttime construction-related impacts.

Impact NOI-1-b: Less Than Significant Impact.

Operational Noise Impacts

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As described in the methodology section, reference noise level measurements were collected from facilities featuring similar activities to represent the noise levels expected with the development of the proposed speculative industrial building. **Table 4.14-8: Operations Reference Noise Level Measurements**, provides the operations reference noise levels.

Using the reference noise levels presented in Table 4.14-8, operational noise levels were calculated representing the expected daytime and nighttime noise to be generated by the proposed Project and the Project-related noise level increases that would be experienced at each of the noise sensitive receiver locations. Noise levels are presented as both L_{eq} and L_{max} . While peak noise events such as backup alarms may occasionally occur, these events are fully accounted for and included in the base L_{eq} reference noise level measurement. The L_{max} describes the highest noise level during a specific noise event, representing a one second noise event or one second out of 86,400 seconds during a single 24-hour period.

Table 4.14-8: Operations Reference Noise Level Measurements

Noise Source ¹	Noise Source Height (Feet)	Minutes of Operating Activity per Hour ²		Reference Noise Level @ 50 Feet	
		Day	Night	dBA L_{eq}	dBA L_{max}
Loading Dock Activity	8	60	60	65.7	74.8
Tractor Trailer Parking Activity	8	60	60	62.8	71.2
Truck Movements	8	60	60	59.8	68.0
Roof-Top Air Conditioning Units	5	39	28	57.2	57.7
Trash Enclosure Activity	5	30	15	56.8	71.1
Parking Lot Vehicle Movements	5	60	60	52.6	56.2
Backup Alarm ³	8	-.5	-.5	-.5	75.1
Parking Lot Sweeper ⁴	6	-.5	-.5	-.5	81.0

¹ As measured by Urban Crossroads, Inc.
² Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site.
³ ECCO 610N reverse backup alarm.
⁴ Tymco Regenerative Air Sweeper Standard Model 210.
⁵ Reference noise levels described using the maximum L_{max} noise levels.
 "Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

To demonstrate compliance with local noise regulations, Project-only operational noise levels are evaluated against the exterior noise level thresholds accounting for the ambient noise levels at the nearest noise-sensitive receiver locations. **Table 4.14-9: Typical Operational Noise Level Compliance**, presents noise levels associated with the proposed Project operations for both daytime and nighttime periods. As shown, proposed Project daytime operational noise levels would range from 36.3 dBA L_{eq} at sensitive receiver location R1 to 63.5 dBA L_{eq} at receiver location R7. Similarly, proposed Project nighttime operational noise levels would range from 36.2 dBA L_{eq} at sensitive receiver location R1 to 63.5 dBA L_{eq} at receiver location R7. In comparison, the exterior noise level standards adjusted for ambient noise at sensitive receiver location R1 is 78.1 dBA L_{eq} during the daytime and 73.1 dBA L_{eq} during the nighttime. For receiver R7 it is 70 dBA L_{eq} for both daytime and nighttime. Proposed Project operational noise would not exceed the

applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations.

Table 4.14-9: Typical Operational Noise Level Compliance

Receiver Location ¹	Measurement Location ²	Project Operational Noise Levels (dBA L _{eq}) ³		Noise Level Standards (dBA L _{eq}) ⁴		Noise Level Standards Exceeded?	
		Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	L1	36.3	36.2	78.1	73.7	No	No
R2	L2	46.8	46.8	70.4	66.1	No	No
R3	L3	49.4	49.4	72.3	69.6	No	No
R4	L4	58.7	58.7	67.9	64.9	No	No
R5	L5	40.9	40.1	67.8	65.3	No	No
R6	L5	43.9	43.8	67.8	65.3	No	No
R7	L4	63.5	63.5	70.0	70.0	No	No

¹ See Figure 4.13-5 for the receiver locations.
² Reference noise level measurement locations as shown on Figure 4.13-4.
³ Proposed Project unmitigated operational noise levels.
⁴ Exterior noise level standards, adjusted as needed to reflect the ambient Leq conditions per the LBMC Section 8.80.150[C].
 "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Maximum Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only maximum operational noise levels are evaluated against exterior noise level thresholds adjusted to reflect the existing L_{max} noise levels at the nearest sensitive receiver locations. This approach permits a comparison of the maximum noise levels with the appropriate L_{max} noise threshold. A direct comparison of L_{eq} and L_{max} is not meaningful because each noise metric provides different information. **Table 4.14-10: Maximum Operational Noise Level Compliance**, presents the maximum operational noise levels associated with proposed Project. As shown, proposed Project peak operational noise levels would range from 54.4 dBA L_{max} at sensitive receiver location R1 to 78.5 dBA L_{max} at receiver location R7. In comparison, the exterior noise level standards adjusted for ambient noise at sensitive receiver location R1 is 84.7 dBA L_{max} and 90 dBA L_{max} at receiver R7. Proposed Project operational noise would not exceed the applicable noise level standards adjusted to reflect the maximum ambient noise level. Therefore, the peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Table 4.14-10: Maximum Operational Noise Level Compliance

Receiver Location ¹	Land Use	Peak Operational Noise Levels (dBA L _{max}) ²	Noise Level Standards (dBA L _{max}) ³		Noise Level Standards Exceeded?	
			Daytime	Nighttime	Daytime	Nighttime
R1	Residential	54.4	84.7	80.8	No	No
R2	Residential	60.0	77.8	74.8	No	No
R3	Church	60.4	80.1	78.6	No	No
R4	Church	72.9	75.8	73.7	No	No
R5	Residential	62.8	75.6	72.8	No	No
R6	Residential	65.7	75.6	72.8	No	No
R7	Industrial	78.5	90.0	90.0	No	No

¹ See Exhibit 8-A for the receiver locations.
² Proposed Project unmitigated operational noise levels as shown on Tables 9-2 and 9-3.
³ Exterior Lmax noise level standards, adjusted to as needed reflect the ambient Lmax conditions per the City of Long Beach Municipal Section 8.80.150[C].
 "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Project Operational Noise Level Increases

To describe the proposed Project operational noise level increases, operational noise levels are combined with the existing ambient noise level measurements the noise sensitive receiver locations that may be potentially impacted by Project operational noise sources.

For purposes of identifying significant noise impacts, there would be an impact if there is a proposed Project noise increase greater than or equal to 5 dBA L_{eq} if ambient noise is greater than 60 dBA L_{eq} ; greater than or equal to 3 dBA L_{eq} if ambient noise is 60 to 65 dBA L_{eq} ; or greater than or equal to 1.5 dBA L_{eq} if ambient noise is greater than 65 dBA L_{eq} . As shown in **Table 4.14-11: Daytime Project Operational Noise Level Increases**, proposed Project operational noise combined with ambient noise is greater than 65 dBA L_{eq} at all receiver locations. Accordingly, an increase equal to or greater than 1.5 dBA L_{eq} would represent a significant impact.

As shown in Table 4.14-11, the proposed Project will generate daytime operational noise level increases ranging from 0.0 to 1.4 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases would not exceed 1.5 dBA L_{eq} . Therefore, Project related operational noise level increases at the sensitive receiver locations would be less than significant.

Table 4.14-11: Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Reference Ambient Noise Levels ³	Combined Project and Ambient ⁴	Project Increase ⁵	Increase Threshold (dBA)	Increase Criteria Exceeded?
R1	36.3	78.1	78.1	0.0	1.5	No
R2	46.8	70.4	70.4	0.0	1.5	No
R3	49.4	72.3	72.3	0.0	1.5	No
R4	58.7	67.9	68.4	0.5	1.5	No
R5	40.9	67.8	67.8	0.0	1.5	No
R6	43.9	67.8	67.8	0.0	1.5	No
R7	63.5	67.9	69.3	1.4	1.5	No

¹ See Figure 4.13-5 for the receiver locations.
² Total Project daytime operational noise levels.
³ Observed daytime ambient noise levels as shown on Table 4.14-3.
⁴ Represents the combined ambient conditions plus the Project activities.
⁵ The noise level increase expected with the addition of the proposed Project activities.

Table 4.14-12: Nighttime Project Operational Noise Level Increases shows that the Project will generate a nighttime operational noise level increase ranging from 0.0 to 2.4 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases would not exceed 1.5 dBA L_{eq} at Receiver Locations R1, R2, R3, R5, and R6 and 3.0 dBA L_{eq} at Receiver Locations R4 and R7. Therefore, Project related operational noise level increases at the sensitive receiver locations would be less than significant.

Table 4.14-12: Nighttime Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Reference Ambient Noise Levels ³	Combined Project and Ambient ⁴	Project Increase ⁵	Increase Criteria (dBA)	Increase Criteria Exceeded?
R1	36.2	73.7	73.7	0.0	1.5	No
R2	46.8	66.1	66.2	0.1	1.5	No
R3	49.4	69.6	69.6	0.0	1.5	No
R4	58.7	64.9	65.8	0.9	3.0	No
R5	40.1	65.3	65.3	0.0	1.5	No
R6	43.8	65.3	65.3	0.0	1.5	No
R7	63.5	64.9	67.3	2.4	3.0	No

¹ See Figure 4.13-5 for the receiver locations.
² Total Project nighttime operational noise levels.
³ Observed nighttime ambient noise levels.
⁴ Represents the combined ambient conditions plus the Project activities.
⁵ The noise level increase expected with the addition of the proposed Project activities.

Impact NOI-1-c: Less Than Significant Impact.

Operational Traffic Noise

To assess potential impacts associated with proposed Project operational traffic noise, CNEL noise contours were developed based on traffic information provided in the Cherry Avenue Industrial Building Traffic Analysis (see **Appendix M**). Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at sensitive receiver locations adjacent to roadways conveying traffic associated with the proposed Project. CNEL noise contour boundaries are a series of lines based on points of equal noise exposure. Contours were calculated for areas exposed to CNEL 60, 65, and 70 dBA. More details on development of the CNEL contours is provided in **Appendix L**. For purposes of identifying significant noise impacts, there would be an impact if there is a proposed Project noise increase greater than or equal to CNEL 5 dBA if ambient noise is greater than CNEL 60 dBA; greater than or equal to CNEL 3 dBA if ambient noise is CNEL 60 to 65 dBA; or greater than or equal to CNEL 1.5 dBA if ambient noise is greater than CNEL 65 dBA.

Table 4.14-13: Opening Year Cumulative (2025) Noise Increases, provides the results of the noise analysis for Tenant Use Option 1 upon completion of the proposed Project. Tenant Use Option 1 would contribute the most vehicular traffic to area roadways and represents a worst case scenario. As shown, Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. The traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13.

Table 4.14-13: Opening Year Cumulative (2025) Noise Increases

Road	Roadway Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Addition	Limit (dBA)	Exceeded?
Cherry Av.	1. w/o SR-91 WB Ramps	Sensitive	72.1	72.1	0.0	1.5	No
Cherry Av.	2. n/o Artesia Blvd.	Sensitive	69.0	69.8	0.8	1.5	No
Cherry Av.	3. s/o Artesia Blvd.	Sensitive	72.4	72.8	0.4	1.5	No
Cherry Av.	4. n/o 60th St.	Sensitive	72.8	73.2	0.4	1.5	No
Cherry Av.	5. s/o 60th St.	Sensitive	72.1	72.4	0.3	1.5	No
Cherry Av.	6. n/o 59th St.	Sensitive	72.2	72.7	0.5	1.5	No
Cherry Av.	7. s/o 59th St.	Sensitive	72.2	72.3	0.1	1.5	No
Cherry Av.	8. s/o South Street	Sensitive	72.5	72.5	0.0	1.5	No
Artesia Blvd.	9. w/o Cherry Av.	Sensitive	70.9	70.9	0.0	1.5	No
Artesia Blvd.	10. e/o Cherry Av.	Sensitive	70.6	70.6	0.0	1.5	No
Curry St.	11. w/o Cherry Av.	Sensitive	64.7	64.7	0.0	3.0	No
South St.	12. w/o Cherry Av.	Sensitive	71.1	71.1	0.0	1.5	No
South St.	13. e/o Cherry Av.	Non-Sensitive	72.0	72.1	0.1	3.0	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

Table 4.14-14: Opening Year Cumulative (2025) Noise Increases Tenant Use Options 2 Through 7 summarizes the off-site traffic CNEL noise level increases for Tenant Use Options 2 through 7 under Opening Year Cumulative 2025 conditions. As shown, none of the proposed Project Tenant Use Option traffic noise level increases would exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. The impact would be less than significant.

Table 4.14-14: Opening Year Cumulative (2025) Noise Increases by Tenant Use Option

Road	Roadway Segment	Receiving Land Use	Tenant Use Options Noise Increase CNEL at Receiving Land Use (dBA) ¹							Incremental Noise Level Increase Threshold ³	
			2	3	4	5	6	7	Limit (dBA)	Exceeded?	
Cherry Av.	1. w/o SR-91 WB Ramps	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	1.5	No	
Cherry Av.	2. n/o Artesia Blvd.	Sensitive	0.8	1.0	0.4	1.2	1.0	0.5	1.5	No	
Cherry Av.	3. s/o Artesia Blvd.	Sensitive	0.4	0.5	0.2	0.6	0.5	0.3	1.5	No	
Cherry Av.	4. n/o 60th St.	Sensitive	0.4	0.5	0.2	0.6	0.5	0.2	1.5	No	
Cherry Av.	5. s/o 60th St.	Sensitive	0.3	0.4	0.2	0.5	0.4	0.2	1.5	No	
Cherry Av.	6. n/o 59th St.	Sensitive	0.5	0.6	0.3	0.8	0.6	0.3	1.5	No	
Cherry Av.	7. s/o 59th St.	Sensitive	0.1	0.1	0.1	0.2	0.1	0.1	1.5	No	
Cherry Av.	8. s/o South St.	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	1.5	No	
Artesia Blvd.	9. w/o Cherry Av.	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	1.5	No	
Artesia Blvd.	10. e/o Cherry Av.	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	1.5	No	
Curry St.	11. w/o Cherry Av.	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	3.0	No	
South St.	12. w/o Cherry Av.	Sensitive	0.0	0.0	0.0	0.0	0.0	0.0	1.5	No	

Road	Roadway Segment	Receiving Land Use	Tenant Use Options Noise Increase CNEL at Receiving Land Use (dBA) ¹							Incremental Noise Level Increase Threshold ³	
			2	3	4	5	6	7	Limit (dBA)	Exceeded?	
South St.	13. e/o Cherry Av.	Non-Sensitive	0.1	0.1	0.0	0.1	0.1	0.0	3.0	No	

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

Threshold NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact NOI-2: Less Than Significant Impact

Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. **Table 4.14-15: Vibration Source Levels for Construction Equipment**, presents the vibration levels associated with various types of construction equipment as peak particle velocity (PPV) of one inch per second at 25 feet from the source. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels.

Table 4.14-15 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Using the vibration source level of construction equipment provided Table 4.14-15 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. **Table 4.14-16: Project Construction Vibration Levels**, presents the proposed Project construction related vibration levels at the receiver locations. At distances ranging from 48 to 1,041 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.00 to 0.08 PPV (in/sec). Based on the maximum acceptable continuous vibration threshold of 0.50 PPV (in/sec), the typical Project construction vibration levels will fall below the significance threshold at all the sensitive receiver locations. Therefore, proposed Project construction-related vibration impacts would be less than significant.

Table 4.14-16: Project Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Highest Vibration Level	Thresholds PPV (in/sec) ⁴	Threshold Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller				
R1	1,041'	0.00	0.00	0.00	0.00	0.00	0.00	0.50	No	
R2	831'	0.00	0.00	0.00	0.00	0.00	0.00	0.50	No	
R3	747'	0.00	0.00	0.00	0.00	0.00	0.00	0.50	No	
R4	107'	0.00	0.00	0.01	0.01	0.02	0.02	0.50	No	

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Threshold Exceeded?
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R5	231'	0.00	0.00	0.00	0.00	0.01	0.01	0.50	No
R6	101'	0.00	0.00	0.01	0.01	0.03	0.03	0.50	No
R7	48'	0.00	0.01	0.03	0.03	0.08	0.08	0.50	No

¹ Construction noise source and receiver locations are shown on Figure 4.13-5.
² Distance from receiver location to Project construction boundary (Project site boundary).
³ Based on the Vibration Source Levels of Construction Equipment (Table 4.14-14).
⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
 "PPV" = Peak Particle Velocity

Operational Vibration

The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.”²⁰ Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings). Since the proposed Project’s truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground-borne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground-borne vibration associated with the Project, such as rail or subways. Proposed Project operations would not create or cause any vibration impacts.

Threshold NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact NOI-3: No Impact.

The Project site is not located within two miles of an airport or airstrip. The closest airport is Long Beach Airport located roughly 2.4 miles southeast of the Project site. As such, the Project site would not expose workers in the Project area to excessive noise levels from airport operations. Accordingly, there would be no impact.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Noise. For purposes of identifying

²⁰ Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020. <<https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>> (Accessed January 22, 2024).

cumulative noise impacts, the geographic scope is focused on the Project site and surrounding area, including nearby noise sensitive receivers. While Project construction would result in temporary noise increases that would exceed noise thresholds at three of the noise sensitive receivers, implementation of mitigation would reduce these impacts to less than significant. Furthermore, noise is generally a highly localized phenomenon. The nearest cumulative projects to the Project site are the 5860 and 5880 Paramount Boulevard projects, located approximately 0.9 mile from the Project site. All other cumulative projects are located well over a mile from the Project site. Accounting for the distance from the Project site, type and level of interceding development, and temporary duration of construction activity, it is highly unlikely that construction-related noise would be cumulatively considerable. Project operations, including noise from Project-related traffic would not exceed noise thresholds at nearby noise sensitive receivers. Regardless, the cumulative projects are located at a sufficient distance that operational would not be cumulatively considerable.

Construction of the proposed Project would not produce vibration that would exceed the significance threshold at nearby sensitive receptors. Similarly, Project operations would not create or cause any vibration impacts. Vibration is highly localized and the cumulative projects are of sufficient distance from the proposed Project site that there is no potential for cumulative vibration impacts.

The proposed Project would mitigate any noise impacts to a less than significant level. It is assumed that the cumulative projects would be required to evaluate the potential for noise impacts and implement mitigation to reduce any potential noise impacts as required. Furthermore, as previously discussed, the cumulative projects are of sufficient distance from the project site that they would not produce noise or vibration impacts in areas surrounding the Project site. Accordingly, the proposed Project in combination with the cumulative projects would not result in cumulative noise or vibration impacts.

Mitigation Measures

Mitigation Measure MM NOI-1, Noise Control Barrier. The Project Applicant would install a minimum 12-foot-high temporary construction noise barrier along the western Project site boundary, starting from Cherry Avenue and extending a minimum of 100 feet to the east along both the northern and southern property lines for the duration of Project construction. The noise control barrier must have a solid face from top to bottom. The noise control barrier must meet the minimum height (12 feet) and be constructed as follows:

1. The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (FHWA, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts.
2. The noise barrier must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
3. The noise control barrier and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity.

Mitigation Measure MM NOI-2, Construction Hours. All construction activities shall comply with LBMC Section 8.80.202 restricting construction activity to the hours between 7:00 p.m. and 7:00 a.m.

Mitigation Measure MM NOI-3, Equipment Mufflers. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

Mitigation Measure MM NOI-4, Equipment Location. All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receivers.

Mitigation Measure MM NOI-5, Staging Areas. Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.

Mitigation Measure MM NOI-6, Delivery Hours. The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment under Mitigation Measure MM-2, Construction Hours.

Mitigation Measure MM NOI-7, Electric Equipment. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.

Mitigation Measure MM NOI-8, Construction Site Noise Limits. No music or electronically reinforced speech from construction workers shall be allowed.

Level of Significance After Mitigation

Project-specific and cumulative impacts related to noise and vibration would be less than significant.

4.15 Population and Housing

This section addresses potential impacts on population and housing that could occur due to construction and operation of the proposed Project. The analysis focuses on potential effects of the proposed Project's contribution to population and housing growth within the geographical boundaries of the City of Long Beach (City) by taking into account population and housing projections established in the Southern California Association of Governments (SCAG) Connect SoCal (2020–2045 Regional Transportation Plan and Sustainable Communities Strategy [2020 RTP/SCS]) and SCAG's 6th Cycle Regional Housing Needs Assessment (RHNA)(2020), as well as policies established in the City's General Plan. This section analyzes the proposed Project's effects on population, housing, and employment as compared to adopted growth forecasts; and relevant policies and programs regarding planning for future development.

4.15.1 Regulatory Setting

State

Housing Element Law: Government Code Sections 65583 and 65584(a)(1)

Section 65583 of the Government Code requires cities and counties to prepare a housing element as one of the state-mandated elements of the General Plan, with specific direction on its content. Pursuant to section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG), the SCAG being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final RHNA. To date, there have been four previous housing element update "cycles." California is now in its sixth "housing-element update cycle." The SCAG RHNA and the City's General Plan Housing Element are discussed further below.

Housing Crisis Act of 2019 – (Senate Bill 330, Skinner)

On October 9, 2019, Governor Newsom signed into law the Housing Crisis Act of 2019 (Senate Bill [SB] 330). SB 330 seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new discretionary design guidelines. The bill is in effect as of January 1, 2020, but is temporary in nature as the bill's provisions expire on January 1, 2025.

Regional

Southern California Association of Governments

The Project site is located within the jurisdiction of SCAG. Pursuant to federal and state law, SCAG serves as the COG, a Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and

economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), RTP/SCS, and RHNA, in coordination with other state and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions. Subregions play an important role as a conduit between SCAG and cities and counties of the region by participating and providing input on SCAG's planning activities, which helps the Regional Council and its committees make better-informed decisions. The Project site is located within the Los Angeles Subregion of the overall SCAG area.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG 2020 RTP/SCS serve as the basis for demographic estimates in this analysis of Project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and policies. Based on 2019 statistics for the City, SCAG has determined that the City has an average housing unit size of 2.8 persons per housing unit.¹

SCAG data is periodically updated to reflect changes in development activity and provisions of local jurisdictions (e.g., zoning changes). Through these updates, public agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. Changes in the growth rates are reflected in the new projections for service and utilities planning through the long-term time horizon.

SCAG Connect SoCal (2020 RTP/SCS)

The 2020 RTP/SCS, known as Connect SoCal, was developed through a four-year planning process that involved rigorous technical analysis, extensive stakeholder engagement and robust policy discussions with local elected leaders, who make up SCAG's policy committees and Regional Council. The 2020 RTP/SCS charts a path toward a more mobile, sustainable, and prosperous region by making key connections: between transportation networks, between planning strategies, and between the people whose collaboration can make plans a reality. The 2020 RTP/SCS was completed in May 2020, approved and adopted by the Regional Council on September 3, 2020, and was accepted by the California Air Resources Board on October 30, 2020.

The 2020 RTP/SCS embodies a collective vision for the region's future, through the horizon year of 2045. It is developed with input from a wide range of constituents and stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, including public agencies, community organizations, elected officials, tribal governments, the business community and the general public. The 2020 RTP/SCS is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. The plan includes robust financial analysis that considers operations and maintenance costs to ensure the existing transportation system's reliability, longevity, resilience and cost effectiveness. In addition, the 2020 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and meet federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

¹ SCAG. (2019). Local Profile, City of Long Beach. <https://scag.ca.gov/sites/main/files/file-attachments/longbeach_localprofile.pdf?1606011233>.

In addition, the 2020 RTP/SCS establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on traffic congestion and related increases in air quality emissions. These policies are discussed in detail in Section 4.11, Land Use and Planning.

The RHNA is mandated by State Housing Element Law as part of the periodic process of updating general plan housing elements. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods, or cycles. In prior cycles, factors such as household growth and household income distribution were the primary factors considered in determining a jurisdiction's RHNA allocation. SCAG's 6th Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. The 6th Cycle RHNA is focused on existing need (current housing shortages and overcrowding) plus projected growth, which takes into account factors beyond what was used to determine the 2020 RTP/SCS's projected growth.² Therefore, the 6th Cycle RHNA allocation for the City results in a higher allocation of housing than what is represented in the 2020 RTP/SCS, which is focused solely on projected or future growth. For the 6th RHNA Cycle, SCAG considers other factors in addition to household growth. These factors include transit accessibility, job accessibility, and indicators that influence a community's environmental, educational, and economic resource accessibility.

On October 15, 2019, SCAG received the Final Regional Determination from HCD. On November 7, 2019, SCAG Regional Council approved a Draft RHNA Allocation Methodology for HCD's review. The Regional Council approved the Final RHNA Methodology on March 5, 2020 and released the Draft RHNA Allocation by jurisdictions. The RHNA underwent Appeals Board Hearings throughout January 2021. In February 2021, the RHNA Appeals Board concluded its determination of appeals and issued the proposed final RHNA Allocation Plan and recommended the Plan for approval by SCAG's Community, Economic & Human Development (CEHD) Committee and Regional Council. The final 6th Cycle RHNA methodology and allocations were adopted by the Regional Council on March 4, 2021 and is currently pending HCD approval. As part of the RHNA draft allocations, the City's allocation of housing between October 2021 and October 2029 is 26,502 units.³

Consistent with the State Housing Element Law, the primary objectives the 6th Cycle RHNA allocation plan are:

- Increasing the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner.
- Promoting infill development and socioeconomic equity, the projection of environmental and agricultural resources, and the encouragement of efficient development patterns.
- Promoting an improved interregional relationship between jobs and housing.
- Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution.
- Affirmatively furthering fair housing.

² SCAG. (2020b). RHNA Allocation Plan. <https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785>.

³ *Id.*

Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and housing unit growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and sub region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, addresses social equity, and fair share housing needs.

Local

City of Long Beach General Plan – Land Use Element

The Land Use Element of the City’s General Plan serves as a guide to the City’s future development by designating the location, and types and intensity of development. The following policies related to population and housing apply to the proposed Project:

- LU Policy 9-1: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
- LU Policy 16-15: Encourage the design of warehouse and distribution center check-in points that minimize queuing outside of the facility. The design shall also locate truck traffic within the site away from the property line(s) closest to its residential or sensitive receptor neighbors.

4.15.2 Environmental Setting

Table 4.15-1, Population Projections for Los Angeles County and the City of Long Beach, identifies historical and projected increases in population growth. According to the Department of Finance’s (DOF) Cities, Counties, and State Population Estimates with Annual Percent Change (2021) data and SCAG’s 2020 – 2045 RTP/SCS, Los Angeles County currently has a population of approximately 9,761,210 residents (see Table 4.15-1). The City of Long Beach has a population of approximately 458,222 residents (see Table 4.15-1).

Table 4.15-1: Population Projections for Los Angeles County and the City of Long Beach

Location	2023 Population ²	2035 Population ³	2040 Population ³	2045 Population ⁴	Projected population increase (2023-2045)	% Change
Los Angeles County	9,761,210	11,145,100	11,514,800	11,674,000	1,753,590	18%
City of Long Beach	458,222	481,500	484,500	489,600	31,378	6.8%

Source:
 Department of Finance, (2021). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2020. <https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2020/>.
 Department of Finance, (2023). Population and Housing Estimates for Cities, Counties, and the State, January 1, 2020-2021. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>.
 SCAG, (2016)2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071.

Existing Regional and Local Housing

According to the DOF’s City/County Population and Housing Estimates data, Los Angeles County and the City of Long Beach have not seen a substantial change in housing vacancy and population household numbers. Table 4.15-2, Housing for Los Angeles County and the City of Long Beach, identifies the total housing units (Total/Occupied) and vacancy rate and persons per household between 2018 and 2023.

Table 4.15-2: Housing for Los Angeles County and the City of Long Beach

Location	Total Units		Occupied Units		Vacancy Rate		Persons/ Household	
	2018	2023	2018	2023	2018	2023	2018	2023
Los Angeles County	3,546,664	3,664,182	3,321,379	3,471,993	6.4%	5.2%	3.01	2.75
City of Long Beach	177,245	182,441	165,136	173,226	6.8%	5.1%	2.82	2.58

Source:
 DOF. (2021). *Population and Housing Estimates for Cities, Counties, and the State, January 1, 2ing/Demographics/Estimates/e-5/*.
 DOF. (2023). *Population and Housing Estimates for Cities, Counties-and-the-state-2020-2023/*.

4.15.3 Impact Analysis

Methodology

Effects to population and housing associated with the proposed project were evaluated employing data provided by SCAG and the California Department of Finance, as well as local land use policies.

Thresholds of Significance

An impact is considered significant if the Project would:

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

Project Impacts

Threshold POP-1: 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)?

Impact POP-1: Less than Significant Impact.

It is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project would include the construction of an industrial building and associated on-site improvements. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in the indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Threshold POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact POP-2: No Impact.

The Project site is currently developed with a single-story office building and seven single-story industrial buildings that would be demolished during Project construction. The existing buildings on-site do not provide housing, nor would redevelopment of the Project site result in displacement of people or housing requiring construction of replacement housing. Accordingly, the proposed Project, including all the Tenant Use Options, would have no impact.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Population and Housing. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As discussed in Section 4.14.3, Impact Analysis, the proposed Project would not induce substantial population growth within the city. The proposed Project, including all Tenant Use option use options, would not include components such as the extension of roads or existing infrastructure that would result in indirect growth within the city. Furthermore, the existing buildings on-site do not provide housing, nor would redevelopment of the Project site result in displacement of people or housing.

Table 4.15-1, Population Projections for Los Angeles County and the City of Long Beach, identifies projected increases in population growth. The proposed Project will meet a cumulative demand of employment that will result from the city's projected increases in population growth. Furthermore, the proposed Project will serve an existing demand for employment that will result from the City's projected future population, providing employment opportunities for the city and the surrounding community. Therefore, implementation of the proposed Project would not result in a cumulatively significant population or housing impact and cumulative impacts from related projects are considered less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to population and housing would be less than significant.

4.16 Public Services

This section discusses any potential impacts associated with public services that may result from the proposed Project. Potential effects are evaluated based on the Project's potential to 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 for any of the public services (i.e., fire protection, police protection, schools, and other (e.g., (library) public facilities).

4.16.1 Regulatory Setting

State

California Occupational Safety and Health Administration

In accordance with CCR, Title 8 § 1270 "Fire Prevention" and § 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Mitigation Fee Act (California Government Code §§ 66000 through 66008)

The Mitigation Fee Act requires a local agency, such as the city establishing, increasing, or imposing an impact fee as a condition of development, to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. This Act became enforceable on January 1, 1989.

California Fire Code

The California Fire Code (CFC) (California Code of Regulations [CCR], Title 24, Part 9) is based on the 2018 adoption of the International Fire Code and includes amendments from the State fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the CCR. The CFC is updated once every three years; the 2019 CFC took effect on January 1, 2020. The CFC sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable and most current adopted regulations of the CFC.

Senate Bill 50, California Government Code § 65995(b), and Education Code (California Government Code § 17620)

Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in California Government Code §§ 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA. SB 50 places limitations on the power of local governments to require mitigation of school facilities by developers. Under the provisions of SB 50, fees are determined based on the square footage of proposed uses. As a part of SB 50, school districts must base their long-term facilities needs and costs on long-term population growth in order to qualify for this source of funding. Prior to SB 50, case law allowed cities to consider and impose conditions to mitigate impacts of new development on school facilities.

SB 50 amended CGC § 65995, which contains limitations on Education Code § 17620, the statute that authorizes school districts to assess development fees within school district boundaries. CGC § 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. As of December 19, 2022, the maximum impact fees allowed by SB 50 are as follows:

- In the case of residential construction, \$4.79 per SF of assessable space.
- In the case of any commercial or industrial construction, \$0.78 per SF of chargeable covered and enclosed space. (CGC § 65995(b)).

According to CGC § 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the CGC.

Assembly Bill (AB) 97

Approved in July 2013, AB 97 revises existing regulations related to financing for public schools, by requiring State funding for county superintendents and charter schools that previously received a general-purpose entitlement. AB 97 authorizes local educational agencies to spend, for any local educational purpose, the funds previously required to be spent for specified categorical education programs, including, among others, programs for teacher training and class size reduction.

Mutual Aid Agreements

The Emergency Management Mutual Aid (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the Mutual Aid Agreements, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

The Quimby Act

The Quimby Act (CGC § 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California's growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

The Quimby Act is implemented through Long Beach City Ordinance 22-0033, and requires all residential and nonresidential development to pay applicable impact fees, including a Police Facilities Fee, Fire Facilities Fee, Transportation Improvement Fee, and Park and Recreation Facilities Fee, prior to the issuance of a Certificate of Occupancy.¹ The City may, prior to the issuance of a building permit for a residential and nonresidential development require that the applicant, as a condition of issuance of the building permit execute a contract with the City to pay applicable Impact Fees prior to issuance of the Certificate of Occupancy. Payment of the Impact Fees shall be a condition of development approval of all residential and nonresidential developments, and no tentative map or parcel map shall be approved, nor shall a building permit be issued without compliance of City Ordinance-22-0033.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development. The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following goals in order to ensure adequate public services within the City that are applicable to the Project.

Public Safety Element²

- **Development Goal 3:** Provide an urban environment, which is as safe from all types of hazards as possible.
- **Development Goal 9:** Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).

Urban Design Element³

- Strategy No. 7: Provide safe and secure neighborhoods, streets, buildings, parks, and plazas.

¹ City of Beach. Municipal Code Ordinance No ORD-22-0033. <https://library.municode.com/ca/long_beach/ordinances/municipal_code?nodeId=1185207>(Accessed January 4, 2024)
² City of Long Beach. 1974. General Plan Public Safety Element. <https://www.longbeach.gov/lbcd/planning/advance/general-plan/>.
³ City of Long Beach. 2018. Urban Design Element. <https://www.longbeach.gov/lbcd/planning/advance/general-plan/>.

- **Policy UD 16-5:** Incorporate Crime Prevention Through Environmental Design (CPTED) strategies into the design and development of populated areas.

4.16.2 Environmental Setting

Fire Protection

The City of Long Beach Fire Department (LBFD) provides fire protection, paramedic, and emergency response services to the City and the Project site. The LBFD currently maintains 23 fire stations within the City of Long Beach.⁴ There are two LBFD fire stations located within two miles of the Project site. Station 11 is located at 160 E. Market Street, approximately 1-mile north from the Project site and Station 12 is located at 1199 E. Artesia Boulevard, approximately 1.5-miles west from the Project site.

In 2019, LBFD had a total of 531 full time equivalent uniformed and non-uniformed personnel and had response time goals of six minutes and 20 seconds or less for structure fire calls and five minutes or less for 90 percent of emergency calls.⁵ In 2019, the average citywide response time from dispatch to arrival is 4.7 minutes.⁶ The LBFD responded to approximately 80,000 calls during 2022.⁷ During 2022, LBFD responded to 33.8 percent of emergency calls within six minutes.⁸ In February 2022, the latest month for which data was available, LBFD responded to 4,981 calls. Of these, 4,180 (84 percent) were medical calls and 587 (12 percent) were fire calls. Within Council District 9, where the Project site resides, LBFD responded to 333 medical calls and 59 fire calls.⁹ According to the General Plan Land Use Element/Urban Design Element Environmental Impact Report (EIR), there are currently not enough workstations for LBFD staff.¹⁰ As a result, LBFD is exploring funding sources to build, relocated, or consolidate fire facilities to improve service and decrease response times.

Long Beach Municipal Code (LBMC) requires the payment of a Fire Facilities Impact Fee on all residential and non-residential developments to provide for adequate fire protection.¹¹ Effective October 1, 2023, an industrial development, such as the Project, would be required to pay \$0.132 per square foot.¹²

Police Protection

The Long Beach Police Department (LBPD) provides law enforcement services for the City and the Project site. The LBPD operates out of four stations (one police station and three full facility substations): Long Beach Police North Station located at 4891 Atlantic Avenue, Long Beach Police South Station located at 400 W Broadway, Long Beach Police East Station located at

⁴ City of Long Beach. March 2023. Fiscal Year 2022 Annual Report, page 197.

<https://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finance/accounting/comprehensive-annual-financial-report/fiscal-year-2022-annual-report>.

⁵ City of Long Beach. 2019. Recirculated Draft Environmental Impact Report General Plan Land Use and Urban Design Elements Project, page 4.7-2. <https://www.longbeach.gov/lbcd/planning/environmental/reports/>.

⁶ Id. At # 4.7-2.

⁷ City of Long Beach. March 2023. Fiscal Year 2022 Annual Report, page iv.

<https://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finance/accounting/comprehensive-annual-financial-report/fiscal-year-2022-annual-report>.

⁸ Id at # 195.

⁹ City of Long Beach. February 2022. Fire Department Calls for Service, February 2022.

<https://www.longbeach.gov/globalassets/fire/media-library/documents/news/calls-for-service-february2022-combined>

¹⁰ City of Long Beach. 2019. Recirculated Draft Environmental Impact Report General Plan Land Use and Urban Design Elements Project, page 4.7-2. <https://www.longbeach.gov/lbcd/planning/environmental/reports/>.

¹¹ City of Long Beach, Municipal Code Chapter 18.16 – Fire Facilities Impact Fee

¹² City of Long Beach. 2023. Development Impact Fees. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/building-safety/fee-schedules/development-impact-fees>.

38000 E Willow Street, and Long Beach Police West Station located at 1835 Santa Fe Avenue.¹³ Long Beach Police North Station is approximately 1.6-miles southwest from the Project site and is the nearest to the Project site.

LBPD strives to respond to Priority 1 calls (the highest priority calls such as for crime-in-progress/life-threatening situations) for service in five minutes or less.¹⁴ In 2022, the LBPD responded to approximately 210,000 service calls and maintained a 5.1-minute average response time for Priority One calls.¹⁵ According to a statement issued by current Police Chief Wally Hebeish in March 2023, the LBPD is budgeted for 824 sworn positions, and has 97 sworn position vacancies.¹⁶ This implies that the City currently has an officer-to-resident ratio that is approximately 1.59 officers per 1,000 residents, based on a current population of 458,222; refer to Section 4.14, *Population and Housing*, for current population information.

The City of Long Beach requires the payment of a Police Facilities Impact Fee on all residential and non-residential developments to provide for adequate police protection.¹⁷ Effective October 1, 2023, an industrial development, such as the Project, would be required to pay \$0.218 per square foot.¹⁸

Schools

The Project would be located within the Long Beach Unified School District (LBUSD), District Area No.1.¹⁹ The Project site is within the attendance areas for Harte Elementary School, Lindbergh Middle School, and Jordan High School.²⁰ Harte Elementary School, located at 1671 East Phillips St, Long Beach, CA 90805, is approximately 0.3 mile southwest of the Project site; Lindbergh Middle School, located at 1022 East Market St, Long Beach, CA 90805, is approximately one mile southwest of the Project site; and Jordan High School, located at 6500 Atlantic Ave, Long Beach, CA 90805, is approximately one mile northwest of the Project site.

During the 2021-2022 school year, LBUSD retained a student body of 67,292 total students among 84 schools spanning grades kindergarten through twelve.²¹ Harte Elementary School enrolls 795 students in grades kindergarten through fifth grade; Lindbergh Middle School enrolls 417 students in grades sixth through eighth; and Jordan High School enrolls 2,315 students in grades nine through twelve.²²

¹³ Long Beach Police Department. ND. Contact Us. <https://www.longbeach.gov/police/contact-us/>.

¹⁴ City of Long Beach. 2019. Recirculated Draft Environmental Impact Report General Plan Land Use and Urban Design Elements Project, page 4.7-3. <https://www.longbeach.gov/lbcd/planning/environmental/reports/>.

¹⁵ City of Long Beach Police Department. April 2023. 2022 Year in Review. <https://www.longbeach.gov/globalassets/police/media-library/documents/about-the-lbpd/year-in-review/2022-lbpd-year-in-review>

¹⁶ Press-Telegram. March 3, 2023. Long Beach Police Department is down `97 sworn officers, prompting officers to work OT shifts. <https://www.presstelegram.com/2023/03/03/long-beach-pd-is-down-97-sworn-officers-prompting-officers-to-work-ot-shifts/>.

¹⁷ City of Long Beach, Municipal Code Chapter 18.15 – Police Facilities Impact Fee.

¹⁸ City of Long Beach. 2023. Development Impact Fees. <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/building--safety/fee-schedules/development-impact-fees>.

¹⁹ Long Beach Unified School District, 2021. *District Area Map*. <<https://www.lbschools.net/departments/board-of-education/district-area-map>>, (accessed October 2, 2023).

²⁰ Long Beach Unified School District, 2023. *MySchool Locator*. <<https://locator.pea.powerschool.com/?StudyID=236516>>, (accessed October 2, 2023).

²¹ National Center for Education Statistics. 2022. *Long Beach Unified*. <https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=2&details=1&DistrictID=0622500&ID2=062250>, (accessed October 2, 2023).

²² National Center for Education Statistics, 2022. *Search for Schools and Colleges*. <<https://nces.ed.gov/globallocator/index.asp?search=1&State=CA&city=Long+Beach&zipcode=&miles=&itemname=&sortby=name&School=1&PrivSchool=1&College=1&Status=Search+Finished&Records=111&CS=EB4E658E>>, (accessed October 2, 2023).

Parks

In 2022, the City adopted the Long Beach Parks, Recreation, and Marine (PRM) Strategic Plan. According to the PRM Strategic Plan, the City of Long Beach maintains 167 total parks (3,125 acres) including 22 neighborhood parks (177 acres), 20 greenway parks (674 acres), 62 mini parks (86 acres), 15 community parks (1,022 acres), 2 rancho historic sites (12 acres), 54 special use parks – such as skate parks (1,550 acres), and the El Dorado Regional Park (760 “regional use” acres).²³ The nearest parks to the Project are all within one-mile of the Project site: Houghton Park located to the northwest and Ramona Park located northeast of the Project site, and Jackson Park and Davenport Park located in the City of Long Beach and Biscailuz Park, and Cherry Cove Park located in the City of Lakewood, south of the Project site.

Libraries

The Long Beach Public Library provides library services within the City. The Long Beach Public Library maintains 12 library locations across the City.²⁴ The nearest public library to the Project site is the Michelle Obama Neighborhood Library. Michelle Obama Neighborhood Library, located at 5870 Atlantic Avenue, is approximately one mile west of the Project site.

4.16.3 Impact Analysis

Methodology

The analysis qualitatively assessed the potential of the proposed Project to negatively affect public services. Data on existing fire and police operations and performance was collected from data made publicly available by the Long Beach Fire Department, Long Beach Police Department, and the City of Long Beach. Information on schools, parks, and other public services was collected from publicly available data provided by the City of Long Beach.

Thresholds of Significance

An impact is considered significant if the Project would:

- 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:
 - Fire protection.
 - Police protection.
 - Schools.
 - Parks.
 - Other public facilities.

²³ City of Long Beach, 2021. *Long Beach PRM Strategic Plan*. <<https://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/strategic-business-plan/final-prm-strategic-plan-01>>, (accessed October 2, 2023).

²⁴ Long Beach Public Library. ND. About LBPL. <<https://www.longbeach.gov/library/visit/about-us/>>, (accessed October 2, 2023).

Project Impacts

Threshold PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?

Impact PUB-1: Less than Significant Impact.

The proposed Project would replace an existing underutilized development with a new industrial building. As discussed in Section 4.21, *Wildfire*, the Project is not located within a VHFHSZ nor is it located adjacent to wildland areas. Therefore, wildfire prevention services would not be necessitated by occupation of the Project site.

As discussed in Section 2, *Project Description*, part of the existing facility was occupied, with approximately 20 employees working on site, at the time preparation of this Draft EIR began. It is likely that when compared to existing conditions, the proposed Project, including all Tenant Use Options, could generate more calls or need for urban fire protection services than what is currently provided to the Project site. However, it is unlikely the proposed Project, including all Tenant Use Options, would generate the number of calls necessary to negatively affect service ratios, response times, or other fire department performance objectives.

The proposed Project would be constructed pursuant to California Fire Code requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities, such as: a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by LBFD. Further, the proposed Project would be subject to applicable development impact fees relating to fire protection.²⁵ This would allow the fire department to offset any increased demand that may result from the proposed Project.

The proposed Project would be most immediately served by LBFD Station 11 and Station 12, which are both located within 1.5-miles of the Project site. As mentioned above, the LBFD responded to approximately 80,000 calls during 2022. During 2022, LBFD responded to 33.8 percent of emergency calls within six minutes. In February 2022, the latest month for which data was available, LBFD responded to 4,981 calls. Of these, 4,180 (84 percent) were medical calls and 587 (12 percent) were fire calls. Within Council District 9, where the Project site resides, LBFD responded to 333 medical calls and 59 fire calls. Therefore, the Project would not create an unforeseen demand on fire protection services. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the City and immediate surrounding area. Accordingly, in lieu of substantial growth-inducing components (such as the addition of housing), the proposed Project, including all Tenant Use Options, is unlikely to have a substantial effect on the existing ratio of firefighters to residents and would result in a nominal increase on the demand for fire protection services.

The proposed Project would be constructed in compliance with the current requirements of the City of Long Beach's building and fire codes. The proposed Project would also be subject to applicable development impact fees that would fund fire services and facilities to meet future

²⁵ Long Beach Municipal Code Chapter 18.16 – Fire Facilities Impact Fee.

demand. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Threshold PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?

Impact PUB-2: Less than Significant Impact

Police facilities and services are provided by the Long Beach Police Department (LBPD). The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. In 2022, the LBPD responded to approximately 210,000 service calls. In 2022, the LBPD maintained a 5.1-minute average response time for Priority One calls (the highest priority calls). As discussed in Section 4.15, *Population and Housing*, according to U.S. Census data, the City of Long Beach has a current estimated population of 458,222. This implies that the City currently has an officer-to-resident ratio of approximately 1.59 officers per 1,000 residents. Additionally, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the City and immediately surrounding area. Therefore, in lieu of substantial growth-inducing components (such as the addition of housing), the proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities.

As discussed in Section 2, *Project Description*, part of the existing facility was occupied, with approximately 20 employees working on site, at the time preparation of this Draft EIR began. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPD due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. The proposed Project would be subject to development impact fees to provide for the provision of capital facilities needed to serve new development and to accommodate the potential increase in service calls, as stipulated by the LBMC. With the payment of the required development impact fees, the proposed Project would ensure adequate police protection services to meet the new demand.

The proposed Project would also be subject to applicable development impact fees that would fund police services and facilities to meet future demand. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Threshold PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

Impact PUB-3: Less than Significant Impact

Generally, projects that induce population growth, such as the construction of new housing, result in an increased demand on schools. The proposed Project would develop a new industrial building

and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the City and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth.

The State of California requires payment of development impact fees to mitigate project impacts to school facilities (GOV § 65996, SB 50). All new residential, commercial, and industrial construction and/or an addition of covered or enclosed space are subject to the collection of developer fees. This fee is determined by the square footage of assessable space, which is measured from the perimeter of the structure. For industrial developments, the LBUSD levies a maximum school fee of \$0.78 per square foot. The Project Applicant would be required to pay the LBUSD's current developer impact fees for industrial use in effect at the time of submitting the building permit application. The LBUSD uses these fees to pay for facility expansion and upgrades needed to serve new students. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Threshold PUB-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

Impact PUB-4: Less than Significant Impact.

There are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the City and immediately surrounding area. It is anticipated that future employees would continue to use park facilities near their homes and use of parks or other recreational facilities close to the proposed Project site would be nominal. Accordingly, the proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Threshold PUB-5: Would the project Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other services?

Impact PUB-5: Less than Significant Impact.

Other public facilities typically pertain to services such as public libraries. The City of Long Beach Public Library operates twelve libraries throughout the city. The closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the City and immediately surrounding area. The proposed Project would not result in substantial unplanned population

growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Public Services. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As discussed in Section 4.14, Public Services, the proposed Project would replace an underutilized development with a new industrial building, which would not induce population growth and would provide employment opportunities for residents within the city and the surrounding area. Therefore, the proposed Project, including all Tenant Use Options, would result in less-than-significant impacts for fire protections, police protection, schools, parks, and other facilities.

It is anticipated that all nine projects within an approximately 1.5-mile radius of the Project site would be served by LBFD Station 11 and Station 12, which are both located within 1.5-miles of the Project site. Operation of the nine projects is anticipated to increase the overall demand for fire protection services by LBFD Station 11 and Station 12. The proposed Project and related projects would have less-than-significant impacts to fire services, as additional demands for fire protection services are unlikely to have a substantial effect on the existing firefighters to resident's ratio and would result in a nominal increase in the demand for fire protections services. Accordingly, the proposed Project when combined with the cumulative projects, would not have any cumulatively considerable impacts on fire protection services.

The Long Beach Police Department (LBPD) North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site serves the Project Site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. The proposed Project and related projects would be subject to development impact fees to provide for the provision of capital facilities needed to serve new development and to accommodate the potential increase in service calls, as stipulated by the LBMC. With the payment of the required development impact fees, the proposed Project and all related projects would ensure adequate police protection services to meet the new demand. Accordingly, the proposed Project when combined with the cumulative projects, would not have any cumulatively considerable impacts on police protection services.

The proposed Project would develop a new industrial building and would not require development of new housing or would generate any new students nor increase demand for school services. As discussed in Section 4.14, Population and Housing, it is anticipated that future employees of the proposed Project would reside within the city and in the immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth or demand for new schools. The Project and all related Projects would be subject to impact fees in compliance with State law. Accordingly, the proposed Project when combined with the cumulative projects, would not have any cumulatively considerable impacts on schools.

There are six parks located within one mile of the Project site. It is anticipated that future employees would continue to use park facilities near their homes and use of parks or other recreational facilities close to the proposed Project site would be nominal. Accordingly, the proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Related industrial projects near the proposed Project would not affect service ratios for parks and would not require the construction of any new or altered parks. Related housing projects discussed in Table 3-1 would increase use of parks in the city of Long Beach. The less than significant impacts associated with the proposed Project are not anticipated to combine with any impacts associated with the cumulative projects to substantially affect parks near the Project site. Cumulative impacts associated with parks would be less than significant.

The closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Related industrial projects near the proposed Project would not affect libraries, as they would not introduce substantial population growth. Related housing projects discussed in Table 3-1 would increase the use of libraries in the city of Long Beach. The less than significant impacts associated with the proposed Project are not anticipated to combine with any impacts associated with the cumulative projects to substantially affect libraries near the Project site. Cumulative impacts associated with libraries would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to public services would be less than significant.

4.17 Recreation

This section discusses impacts associated with the potential impacts to public services that may result from the proposed Project. Potential effects are evaluated based on the proposed Project's potential to 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 or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.17.1 Regulatory Setting

State

Mitigation Fee Act (California Government Code sections 66000 et seq.)

The Mitigation Fee Act allows cities to establish fees that will be imposed on new development projects to mitigate the impact on the jurisdiction's ability to provide specified public facilities to serve proposed development projects. In order to comply with the Mitigation Fee Act, a jurisdiction must follow four requirements: (1) Make certain determination regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; (2) Segregate fee revenue from the general fund in order to avoid commingling of capital facilities fees and general funds; (3) For fees that have been in the possession of the jurisdiction for five years or more and for which the dollars have not been spent or committed to a project, the jurisdiction must make findings each fiscal year describing the continuing need for the money; and (4) Refund any fees with interest for which the findings noted above cannot be made.

Local

City of Long Beach General Plan

The General Plan established the following strategies and policies in order to maintain adequate recreational facilities within City that are applicable to the Project.

Urban Design Element

- Strategy No. 5: Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.
 - Policy UD 5-3: Provide a range of passive and active areas that promote safe, healthy places for exercise, recreation, family gatherings, and respite within walking distance of all neighborhoods.
 - Strategy No. 30: Provide greater access to the open space network to promote pedestrian and bicycle activity, to support the health and well-being of residents, and to increase opportunities for recreation.
 - Policy UD 30-4: Encourage projects to integrate required open space with a beneficial relationship to the public realm (e.g., connecting a paseo to the sidewalk, providing a layered landscape design and private patios along the sidewalk, connecting an internal courtyard visually or physically to the sidewalk).

Long Beach Parks, Recreation, and Marine (PRM) Strategic Plan

In 2022, the City adopted the Long Beach Parks, Recreation, and Marine (PRM) Strategic Plan. According to the PRM Strategic Plan, the City of Long Beach maintains 167 total parks (3,125 acres) including 22 neighborhood parks (177 acres), 20 greenway parks (674 acres), 62 mini parks (86 acres), 15 community parks (1,022 acres), two rancho historic sites (12 acres), 54 special use parks (e.g., skate parks) (1,550 acres), and El Dorado Regional Park (760 “regional use” acres).¹

4.17.2 Environmental Setting

The nearest parks to the Project are all within one mile of the Project site: Houghton Park located northwest of the Project site, Ramona Park located northeast of the Project site, and Jackson Park and Davenport Park located in the City of Long Beach and Biscailuz Park, and Cherry Cove Park located in the City of Lakewood, south of the Project site.

4.17.3 Impact Analysis

Methodology

The analysis qualitatively assessed the potential of the proposed Project to negatively affect recreational facilities. Data on existing neighborhood and regional parks was collected from data made publicly available by the City of Long Beach.

Thresholds of Significance

An impact is considered significant if the Project would:

- 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.
- 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.

Project Impacts

Threshold REC-1: 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?

Impact REC-1: Less than Significant Impact.

Increase in the demand for existing neighborhood and regional parks or other recreational facilities typically occurs due to an increase in the residential population. The proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the City and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

¹ City of Long Beach. 2021. Long Beach PRM Strategic Plan. <<https://www.longbeach.gov/globalassets/park/media-library/documents/business-operations/about/strategic-business-plan/final-prm-strategic-plan-0>>, (accessed November 16, 2023).

Threshold REC-2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-2: Less than Significant Impact.

The proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. As discussed under Impact REC-1, the Project would not increase demand on existing recreational facilities to a degree that new or expanded recreational facilities would be required. Therefore, the proposed Project, including all Tenant Use Options, would not require the construction of new or expansion of existing recreational facilities that could result in an adverse physical effect on the environment. Any impact would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Recreation. For purposes of this analysis, the geographic scope would be the city of Long Beach. As discussed in Section 3.3, *Cumulative Development*, five of the nine cumulative projects located within 1.5 miles of the proposed Project site are residential. These projects may contribute to an increased demand on existing area recreational sites to the degree that new facilities may need to be developed. However, as previously discussed, the proposed Project would contribute very minimally, if at all to demand for recreational resources. Accordingly, any cumulative impact would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

No mitigation measures are required as impacts would be less than significant.

4.18 Transportation

This section of the Draft EIR addresses the potential impacts to transportation associated with implementation of the proposed Project. This section includes a description of existing transportation and circulation conditions in the Project vicinity, a summary of applicable regulations related to transportation, and an evaluation of the potential transportation and traffic impacts that would be generated during construction and operation of the proposed Project. The analysis in this section is based on the transportation studies prepared for the proposed Project, which are included as **Appendix M, Cherry Avenue Industrial Building Traffic Analysis**.

4.18.1 Regulatory Setting

State

Senate Bill No. 743

California Senate Bill (SB) 743, which was signed into law in 2013, initiated an update to the CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project. Traditionally, transportation impacts have been evaluated by examining whether the project is likely to cause automobile delay at intersections and congestion on nearby individual highway segments, and whether this delay will exceed a certain amount (this is known as Level of Service or LOS analysis). As of July 1, 2020, agencies analyzing the transportation impacts of new projects must use the VMT metric instead of LOS in evaluating traffic impacts in CEQA documents. VMT measures how much actual auto travel (additional miles driven) a proposed project would add to California roads.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development. The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following goals in order to ensure an adequate, multimodal transportation system within the City that are potentially applicable to the Project:

Mobility Element:

- STRATEGY No. 6: Manage the supply of parking.
 - MOP Policy 6-15: Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.
- STRATEGY No. 12: Be a leading collaborator on transportation issues related to the regional mobility of goods.

- MOG Policy 12-1: Maintain Long Beach as the hub for regional goods movement and as a gateway to national and international suppliers and markets while mitigating impacts of goods movement on the local community.
- STRATEGY No. 13: Develop freight-related improvements consistent with the regional transportation network.
 - MOG Policy 13-1: Identify street improvements along designated truck routes that enhance freight mobility on major truck corridors and reduce impacts of freight on the community.
 - MOG Policy 13-2: Reduce truck congestion and parking impacts on city streets.
 - MOG Policy 13-3: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.
 - MOG Policy 13-4: Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.
 - MOG Policy 13-5: Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.
- STRATEGY No. 14: Reduce the air quality impacts of freight transportation and Port-related traffic.
 - MOG Policy 14-1: Provide for the efficient, clean, and safe movement of goods to support commerce and industry.
 - MOG Policy 14-2: Adopt and enforce truck routes to minimize the impacts of truck emissions on the community.
- STRATEGY No. 15: Mitigate the impacts of increased freight transportation.
 - MOG Policy 15-2: Minimize conflicts between trucks and other modes, especially bicycles and pedestrians.
 - MOG Policy 15-6: Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.
 - MOG Policy 15-7: Promote and enforce use of the local delivery truck route network.
- STRATEGY No. 18: Promote an electrical utility system that is less dependent on regional power plants and embraces local energy development through the use of solar and wind technologies.
 - MOR Policy 18-1: Encourage residents and businesses to install solar and wind power systems.

Long Beach Traffic Impact Analysis Guidelines

Project applicants in the city of Long Beach are required to prepare a Traffic Impact Analysis (TIA) to analyze the traffic and circulation impacts of proposed development projects to comply with City regulations and CEQA. Per Section 1.3 of the City's TIA Guidelines, traffic impact studies are

required whenever there is potential for a significant impact under a local policy or CEQA. Generally, a TIA may be required for any project in Long Beach that is expected to generate 500 or more net new daily trips, including both inbound and outbound trips. The TIA Guidelines provide direction for project review consistent with the General Plan Mobility Element vision that “(p)lans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.” The TIA Guidelines provide a suggested format and methodology for TIAs and establish procedures to ensure consistency of analysis and adequacy of information presented on behalf of a project.

City of Long Beach Municipal Code

Construction Traffic

Long Beach Municipal Code (LBMC) Chapter 8.80.202 limits allowable times of construction activities to between the hours of 7:00 A.M. and 7:00 P.M. on weekdays and from 9:00 A.M. to 6:00 P.M. on Saturdays and national holidays. No construction is permitted on Sundays.

4.18.2 Environmental Setting

Regional Access

Primary regional access to the Project site is provided via Interstate Highway 710 (I-710 or the Long Beach Freeway) and State Route (SR) 91. The Long Beach Freeway runs north from Long Beach to the City of Alhambra. SR 91 runs east from the City of Gardena to the City of Riverside. The Project site connects to SR 91 via Cherry Avenue, which is a major thoroughfare and designated truck route in the city of Long Beach.¹ The Cherry Avenue truck route connects to SR 91, approximately one mile north of the Project site.

Union Pacific operates a freight rail line directly to the east of the Project site. The rail line is part of a regional rail system that connects to the Port of Long Beach, located approximately seven miles southwest of the Project site.

Local Streets

The Project site is bounded by Cherry Avenue to the west and is located 0.1 mile north of South Street and 0.1 mile south of East Harding Street.

Cherry Avenue

Cherry Avenue is designated as a “Major Avenue” in the City of Long Beach General Plan Mobility Element. A “Major Avenue” is designed to accommodate four-to-six travel lanes with a 6-foot parkway, within a 100-foot right of way. The portion of Cherry Avenue that runs along the Project site features four travel lanes and a center turning lane. The City of Long Beach designates Cherry Avenue as a truck route.

South Street

South Street is designated a “Major Avenue” east of Cherry Avenue and a “Minor Avenue” west of Cherry Avenue. A “Minor Avenue” is designed to accommodate two-to-four travel lanes with a 6-foot parkway, within an 80-foot right of way. South Street features four travel lanes and center turning lane on both sides of the intersection with Cherry Avenue.

¹ City of Long Beach. 2013. *General Plan Mobility Element Map 11: Existing Truck Routes*.
<https://www.longbeach.gov/lbcd/planning/advance/general-plan/>.

Harding Street

Harding Street is designated as a “Neighborhood Connector.” “Neighborhood Connectors” are designed to accommodate two-to-four travel lanes with a 6-foot parkway, within a 60-foot right of way.

Transit Service

The local transit system consists of bus, rail, and ‘Dial-A-Lift’ services. The Los Angeles County Metropolitan Transportation Authority (Metro) operates light rail transit service between the cities of Long Beach and Los Angeles via the Metro A Line.² The nearest Metro A Line station is Artesia Station, located approximately five miles west of the Project site. Bus Routes are managed by Long Beach Public Transportation Company (Long Beach Transit), Metro, and Orange County Transportation Authority.

The Project site is directly served by bus routes that operate on Cherry Avenue and South Street, located approximately 0.1 mile south of the Project site. The nearest bus stops are Cherry and Hungerford NE and Cherry and Hungerford SW, both located west of the Project site on Cherry Avenue. The Cherry and Hungerford NE bus stop is served by Long Beach Transit Bus Routes 21 and 23.

Pedestrian and Bicycle Facilities

Sidewalks, crosswalks, and vegetated buffers support pedestrian usage in the vicinity of the Project. Sidewalks exist on the western border of the Project site. However, no bike lanes are present along the portion of Cherry Avenue that runs adjacent to the Project site. The nearest bicycle facility to the Project site is an existing Class II bike lane along E Harding St, located approximately 0.3-mile north-northwest of the Project site. The Long Beach Bicycle Master Plan 2040 vision includes a complete network of bikeways that includes development of Cycle Tracks/Buffered Bike Lanes along Cherry Avenue, South Street, and Harding Street west of Cherry Avenue.³

Existing Conditions Traffic

Existing Vehicle Trips

The Project site was partially occupied at the time the traffic analysis was completed. Accordingly, to characterize the number of trips generated at the Project site under existing conditions, traffic counts were conducted for the existing driveways over two consecutive weekdays (March 15 and 16, 2022). More information on the traffic counts is provided in Appendix L.

The trip generation for the existing use is summarized in **Table 4.18-1: Existing Use Trip Generation**. As shown, the existing site currently generates 116 two-way daily trips with 14 AM peak hour trips and 13 PM peak hour trips.

² City of Long Beach. 2013. *General Plan Mobility Element*, pages 11-12. <https://www.longbeach.gov/lbcd/planning/advance/general-plan/>.

³ City of Long Beach. 2016. *Bicycle Master Plan*. <https://www.longbeach.gov/lbcd/planning/advance/general-plan/mobility/bicycle/>.

Table 4.18-1 Existing Use Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Use:							
Passenger Cars	9	3	12	1	12	13	112
Trucks (Actual Vehicles)	1	1	2	0	0	0	4
Trucks (PCE=2.0)	2	2	4	0	0	0	8
Total (Actual Vehicles)	10	4	14	1	12	13	116
Total (PCE)	11	5	16	1	12	13	120
PCE = Passenger Car Equivalent							

4.18.3 Impact Analysis

Methodology

This section discusses the methodology used to perform the traffic analysis. More detailed discussion of the methodology used is provided in **Appendix M**.

As discussed in Section 2.9, *Tenant Use Options*, because the actual tenant of the proposed building is as of yet unknown, the analysis completed for the EIR accounts for several Tenant Use Options. For purposes of the traffic analysis, trip rates were generated for all seven Tenant Use Options. **Table 4.18-2: Trip Generation for the Tenant Use Options**, presents the raw AM and PM peak hour trips for the seven Tenant Use Options.

Table 4.18-2: Trip Generation for the Tenant Use Options

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Tenant Use Option 1: 100% Manufacturing							
Passenger Cars	152	46	198	66	150	216	1,310
Trucks	5	4	9	4	5	9	138
Total	157	50	207	70	155	225	1,448
Tenant Use Option 2: 100% General Light Industrial							
Passenger Cars	196	26	222	26	169	195	1,406
Trucks	1	1	2	1	1	2	78
Total	197	27	224	27	170	197	1,484
Tenant Use Option 3: 100% Warehousing							
Passenger Cars	36	9	45	10	35	45	338
Trucks	4	3	7	5	5	10	182
Total	40	12	52	15	40	55	520
Tenant Use Option 4: 100% High-Cube Fulfillment (Non-Sort)							
Passenger Cars	34	5	39	17	28	45	482
Trucks	4	3	7	1	1	2	70
Total	38	8	46	18	29	47	552
Tenant Use Option 5: 100% High-Cube Cold Storage							
Passenger Cars	23	1	24	6	22	28	418
Trucks	3	6	9	5	5	10	230
Total	26	7	33	11	27	38	648
Tenant Use Option 6: 25% Manufacturing & 75% Warehousing							
Passenger Cars	65	18	83	24	64	88	582
Trucks	4	3	7	5	5	10	174

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Total	69	21	90	29	69	98	756
Tenant Use Option 7: 25% Manufacturing & 75% High-Cube Transload							
Passenger Cars	50	13	63	22	53	75	598
Trucks	4	3	7	1	3	4	86
Total	54	16	70	23	56	79	684

Vehicle Miles Traveled Analysis

Analyses of VMT were prepared for both passenger vehicles and trucks and are included in **Appendix M**.

The City of Long Beach’s TIA Guidelines identifies the Southern California Associations of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) trip-based travel demand model (SCAG travel demand model) as the appropriate model for conducting a VMT analysis. The SCAG travel demand model considers interaction between different land uses based on socioeconomic data such as population, number of households, and employment. The SCAG travel demand model provides VMT estimates by individual traffic analysis zone (TAZ), as well as for the Los Angeles County region. These estimates were used to conduct a project-level VMT analysis consistent with the City of Long Beach’s TIA Guidelines.

To calculate total VMT, vehicle trip generation rates and average trip length for each vehicle type were considered. Average trip length information was obtained from the StreetLight™ Data’s Truck Volume Metrics for medium heavy-duty trucks (MDT) (2 and 3 axle trucks) and heavy heavy-duty trucks (HDT) (4+ axle trucks). Truck travel characteristics were collected from an existing industrial area adjacent to I-710 and average trip lengths were calculated for MDT and HDT use associated with the proposed Project Tenant Use Options.

While the proposed Project includes seven Tenant Use Options, the SCAG travel demand model does not provide industrial employment sub-categories that match trip making activity for each of the potential tenant uses. Therefore, three different modeling scenarios were prepared for purposes of the VMT analysis. The modeling scenarios include 1) manufacturing, 2) warehousing, and 3) a mix of manufacturing and warehousing. Scenario 1 applies to Tenant Use Options 1 and 2, Scenario 3 applies to Tenant Use Options 3, 4, and 5, and Scenario 3 applies to Tenant Use Options 6 and 7.

The City of Long Beach’s TIA Guidelines state that the appropriate metric for industrial land use projects is VMT per employee calculated as the total home-based work (HBW) attractions divided by the employment of the project. Daily HBW VMT per employee represents the commute portion of the daily trips. The City of Long Beach’s TIA Guidelines also establish a significance threshold for industrial projects that are consistent with the City’s General Plan Land Use Element as ‘no net change in VMT per employee’. As the Project is located in a General Industrial (IG) zoning district and the Project’s Tenant Use Options are allowed uses within this zoning designation, the appropriate impact threshold to be used for this VMT analysis is “no net change in VMT per employee.”

To fully disclose potential VMT impacts, a supplemental analysis was completed measuring the proposed Project’s estimated total VMT per service population (i.e., employees). Total VMT per service population estimates all vehicle trips (i.e., passenger cars and trucks) and all trip purposes, whereas HBW VMT per employee is focused on commute trips only and excludes other

trip purposes and truck trips. The supplemental VMT analysis evaluated VMT per service population, which is the product of total VMT generated by the Project on a typical weekday divided by the Project's number of employees. Metrics employing denominators such as "per employee" are referred to as "efficiency metrics." The efficiency metric VMT per service population is commonly used throughout Southern California to evaluate the efficiency of travel for a given project based on total VMT. For purposes of the supplemental analysis, the impact threshold is VMT per service population that exceeds the existing regional average. Using the SCAG travel demand model, it was determined that the existing (2023) regional average VMT per service population is 30.6.

Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the CEQA Guidelines. A project would result in significant adverse impacts related to transportation if the Project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

CEQA Guidelines § 15064.3, subdivision (b) provides criteria for analyzing transportation impacts from projects and requires the use of VMT to analyze transportation impacts. The City TIA Guidelines state that the efficiency metric VMT per employee is the appropriate measure for evaluating industrial land use projects in the City of Long Beach.⁴ Daily home-based work VMT per employee represents the commute portion of daily trips. The significance threshold established for industrial projects that are consistent with the City's General Plan Land Use Element is 'no net change in VMT per employee. The Project site is currently zoned (IG) General Industrial. The proposed Project would seek a rezone of the Project site to (IL) Light Industrial. The Project's Tenant Use Options would be allowed uses within this zoning district, the appropriate impact threshold to be used for this VMT analysis is "no net change in VMT per employee."

Project Impacts

Threshold TRA-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1: Less than Significant Impact.

The proposed Project would redevelop an existing industrial site with a speculative industrial building. The proposed land use is consistent with the General Plan land use designation for the Project site and is identified as a permissible use for this zoning district; refer to Section 4.12: Land Use and Planning for further discussion. Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities.

⁴ City TIA Guidelines, Determine Metric; Page 10, Section 2.3.1

Construction activities would not require lane closures and no improvements are proposed to the existing sidewalks located along Cherry Avenue. The Cherry and Hungerford NE bus stop, which is located at the western boundary of the Project site along Cherry Avenue, would continue to be served by Long Beach Transit Bus Routes 21 and 23. Furthermore, as required by the Long Beach Department of Public Works, the proposed Project applicant would develop a Traffic Management Plan (TMP), stamped and signed by a professional civil or traffic engineer, as part of the Project permit application. The TMP would limit any potential conflicts with transit.

No bicycle facilities are currently present along Cherry Avenue. However, the final phase build out of the Bicycle Master Plan complete Vision Network would include a bikeway on Cherry Avenue, adjacent to the Project site. As mentioned above, the planning horizon for the Bicycle Plan is 2040. The Project has an estimated completion date of 2025. Therefore, implementation of the proposed Project would not conflict with the Bicycle Master Plan.

Pedestrian access to the Project site would be provided via a sidewalk in the southwestern corner of the Project site. The sidewalk would connect the existing sidewalk along Cherry Avenue to the building entrance and office area in the southwestern corner of the proposed building. Existing sidewalks may be temporarily closed during Project construction. While Project construction may temporarily affect existing sidewalks, implementation of the proposed Project would not permanently alter the existing pedestrian network. Therefore, implementation of the Project would not conflict with the circulation goals of the General Plan, including goals for walkable neighborhoods and districts.

As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Threshold TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Impact TRA-2: Significant and Unavoidable Impact

As discussed in Section 4.18.3, *Methodology*, three different modeling scenarios were prepared for purposes of the VMT analysis. The modeling scenarios include 1) manufacturing, 2) warehousing, and 3) a mix of manufacturing and warehousing. Scenario 1 applies to Tenant Use Options 1 and 2, Scenario 3 applies to Tenant Use Options 3, 4, and 5, and Scenario 3 applies to Tenant Use Options 6 and 7. As discussed above, the City of Long Beach has established a threshold of significance applicable to this project type of no net increase in VMT per employee.

Scenario 1: Tenant Use Options 1 (100% Manufacturing) or 2 (100% General Light Industrial)

Scenario 1 includes modeling inputs and VMT forecasting representing Tenant Use Options 1 or 2. The HBW VMT per employee for the Project's TAZ and the Los Angeles County region were estimated for existing (2023) and cumulative year (2040) using the SCAG travel demand model.

Table 4.18-3: Scenario 1: VMT Analysis, shows the resulting net change in VMT per employee for the proposed Project's TAZ and the Los Angeles County region.

Table 4.18-3: Scenario 1: VMT Analysis

VMT per Employee	Without Project	With Project	Net Change	Exceeds VMT Threshold?
Existing Project TAZ	17.3	16.2	-1.1	No
Cumulative Project TAZ	14.5	12.1	-2.4	No
Existing Regional Average	16.4	16.2	-0.2	No
Cumulative Regional Average	13.3	13.1	-0.2	No

As shown Table 4.18-3, operation of either Tenant Use Option 1 or 2 would result in a reduction in VMT for both the Project TAZ and the Los Angeles County region when compared to existing conditions. Therefore, the resultant change in HBW VMT per employee from the proposed Project for Tenant Use Option 1 or 2 would not exceed the applicable threshold, and impacts would be less than significant per the City of Long Beach’s significance threshold.

Scenario 2: Tenant Use Option 3 (100% Warehousing), 4 (100% High-Cube Fulfillment [Non-Sort]), and 5 (100% High-Cube Cold Storage)

Scenario 2 includes modeling inputs and VMT forecasting for warehousing (Tenant Use Options 3, 4, and 5). The HBW VMT per employee for the Project’s TAZ and the Los Angeles County region were estimated for existing (2023) and cumulative year (2040) using the SCAG travel demand model. **Table 4.18-4: Scenario 2: VMT Analysis** presents the resulting net change in VMT per employee estimates for the Project’s TAZ and the Los Angeles County region.

Table 4.18-4: Scenario 2: VMT Analysis

VMT per Employee	Without Project	With Project	Net Change	Exceeds VMT Threshold?
Existing Project TAZ	17.3	17.1	-0.2	No
Cumulative Project TAZ	14.5	14.4	-0.1	No
Existing Regional Average	16.4	16.3	-0.1	No
Cumulative Regional Average	13.3	13.1	-0.2	No

As shown Table 4.18-4, operation of either Tenant Use Options 3, 4, and 5 would result in a reduction in VMT for both the Project TAZ and the Los Angeles County region when compared to existing conditions. Therefore, the resultant change in HBW VMT per employee from the proposed Project for Tenant Use Option 3, 4, and 5 would not exceed the applicable threshold, and impacts would be less than significant per the City of Long Beach’s significance threshold.

Scenario 3: Tenant Use Options 6 (25% Manufacturing & 75% Warehousing) and 7 (25% Manufacturing & 75% High-Cube Transload)

Scenario 3 includes modeling inputs and VMT forecasting for Tenant Use Options 6 and 7. The HBW VMT per employee for the Project’s TAZ and the Los Angeles County region were estimated for existing (2023) and cumulative year (2040) using the SCAG travel demand model. **Table 4.18-5: Scenario 3: VMT And VMT Threshold** presents the resulting net change in VMT per employee estimates for the Project’s TAZ and the Los Angeles County region.

Table 4.18-5: Scenario 3: VMT And VMT Threshold

VMT per Employee	Without Project	With Project	Net Change	Exceeds VMT Threshold?
Existing Project TAZ	17.3	17.1	-0.2	No
Cumulative Project TAZ	14.5	14.3	-0.2	No
Existing Regional Average	16.4	16.3	-0.2	No
Cumulative Regional Average	13.3	13.1	-0.2	No

As shown Table 4.18-5, operation of either Tenant Use Option 6 and 7 would result in a reduction in VMT for both the Project TAZ and the Los Angeles County region when compared to the existing conditions. Therefore, the resultant change in home-based work VMT per employee from the Project with Tenant Use Option 6 and 7 would not exceed the applicable threshold. As previously discussed, the significance threshold established for industrial projects that are consistent with the City’s General Plan Land Use Element is ‘no net change in VMT per employee. Tables 4.18-3 through 4.18-5 indicate that none of the Tenant Use Options would exceed the VMT threshold. Accordingly, the impact would be less than significant per the City of Long Beach’s significance threshold.

As discussed in Section 4.18.3, *Methodology*, a supplemental VMT analysis was completed evaluating the proposed Project’s estimated total VMT by service population or number of employees. Unlike the HBW VMT analysis, which is focused on commute trips, this analysis accounts for other trips and truck trips. For purposes of the supplemental analysis, the impact threshold is VMT per service population that exceeds the existing regional average. Using the SCAG travel demand model, it was determined that the existing (2023) regional average VMT per service population is 30.6.

Table 4.18-6: Tenant Use Option Total VMT per Service Population presents the total VMT per service population for each of the Tenant Use Options and compares the VMT to the regional VMT per service population. Project generated VMT per service population was found to exceed the impact threshold of net increase above the existing regional average VMT per service population and would result in a significant VMT impact for all seven Tenant Use Options.

Table 4.18-6: Tenant Use Option Total VMT per Service Population

Scenario	Service Population	Total VMT	Total VMT per Service Population	Regional VMT per Service Population	VMT Exceeds Regional?
Tenant Use Option 1	367	19,566	53.4	30.6	Yes
Tenant Use Option 2	367	18,374	50.1	30.6	Yes
Tenant Use Option 3	200	10,562	52.8	30.6	Yes
Tenant Use Option 4	200	7,939	39.7	30.6	Yes
Tenant Use Option 5	200	12,667	63.3	30.6	Yes
Tenant Use Option 6	242	12,916	53.4	30.6	Yes
Tenant Use Option 7	242	9,816	40.6	30.6	Yes

Threshold TRA-3: 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)?

Impact TRA-3: Less than Significant Impact.

The Project proposes site access via two driveways on Cherry Avenue. Passenger vehicles would access and depart the proposed Project site from Cherry Avenue by way of two driveways located at the southwestern and northwestern corners of the proposed Project site. Truck access would be restricted to the driveway located at the southwestern corner of the Project site. This driveway provides the closest access to the truck dock doors, which would be situated entirely along the southern side of the proposed Building; refer to **Figure 2-3, Conceptual Site Plan**. The proposed Project driveways and internal drive aisles would be constructed pursuant to City's design standards and subject to review by the Long Beach Fire Department (LBFD).

Project construction activities would be limited to the Project site and would be subject to a construction TMP that would limit potential traffic conflicts. The Project includes improvements to enable safe access to the Project. Recommended improvements include:

- **Recommendation 1 – Cherry Avenue & Driveway 1 (#6):** The following improvements are necessary to accommodate site access:
 - Project to stripe a southbound left turn lane with a minimum of 100-feet of storage.
 - Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).
- **Recommendation 2 – Cherry Avenue & 59th Street/Driveway 2 (#8):** The following improvements are necessary to accommodate site access:
 - Project to stripe a southbound left turn lane with a minimum of 100-feet of storage.
 - Project to install a stop control on the westbound approach and construct a shared left-through-right turn lane (Project driveway).
- **Recommendation 3 – Cherry Avenue:** Cherry Avenue is a north-south oriented roadway located on the Project's western boundary. The proposed Project would construct sidewalk, curb-and-gutter, and landscaping improvements on Cherry Avenue, along the Project's frontage, consistent with the City's standards.

The proposed building is consistent with the City's General Plan land use designation and zoning for the Project site. All circulation improvements would be constructed as approved by the City's Public Works Department. Additionally, sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Long Beach sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

In consideration of these provisions, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use. Therefore, impacts would be less than significant.

Threshold TRA-4: Would the project result in inadequate emergency access?

Impact TRA-4: Less than Significant Impact.

The Project proposes site access via two driveways on Cherry Avenue. Passenger vehicles would access and depart the proposed Project site from Cherry Avenue by way of two driveways located at the southwestern and northwestern corners of the proposed Project site. Truck access would be restricted to the driveway located at the southwestern corner of the Project site. This driveway

provides the closest access to the truck dock doors, which would be situated entirely along the southern side of the proposed Building. It is important to note that the Project site currently features driveways on the north and south sides of the parcel that enter onto Cherry Avenue, as well as two passenger vehicle driveways to the existing parking lot on the southern side of the parcel that would be removed as part of development of the proposed Project.

The proposed driveways on Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements (no access restrictions). The proposed Project driveways and internal drive aisles would be constructed pursuant to the City's design standards and subject to review by LBFD. LBFD would review the Project for access requirements concerning minimum roadway width, access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Transportation. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As described in Section 4.1, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project site would be served by existing transit systems and would not conflict with existing transit, as required per the Traffic Management Plan (TMP). Development within the Project area would be required to comply with all applicable program, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project in combination with the related projects would result in less than significant cumulative impacts in respect to identified programs, plans, policies, and ordinances.

Similar to the Project any related project that would be subject to environmental review would be required to evaluate VMT on a project-by-project basis. If the related project were determined to have potentially significant VMT impacts, it would be required to include appropriate mitigation measures to reduce VMT impacts to a less than significant level. As the Project would result in a less than significant VMT, the Project would result in less than significant cumulative VMT impacts.

With regard to design hazards, the Project would not result in a significant impact for geometric hazards. The proposed Project driveways and internal drive aisles for the proposed Project and others would be constructed pursuant to City's design standards and subject to review by the Long Beach Fire Department (LBFD). In addition, all circulation improvements would be constructed as approved by the City's Public Works Department. Additionally, sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Long Beach sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. Therefore, the Project's contribution to cumulative impacts associated with hazardous design conditions would not be considerable.

With regard to emergency access, the Project would not result in a significant impact. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City's design standards and subject to review by LBFD. LBFD would review the Project for access requirements concerning minimum roadway width, access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements. The Project Site and the surrounding area are located in an established urban area that is well-served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. Furthermore, each of the related projects would be required to comply with LBFD access requirements. As such, cumulative impacts on transportation would be less than significant.

Mitigation Measures

Impacts related to conflicts with transportation-related plans, increased hazards due to geometric design, and inadequate emergency access would be less than significant. No mitigation measures are required.

The following mitigation measures apply to impacts related to VMT:

Mitigation Measure TRA-1, Implement a Voluntary Commute Trip Reduction Program: The tenant will implement a voluntary Commute Trip Reduction (CTR) program to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.

Mitigation Measure TRA-2, Employer Provided Transit Passes: The tenant would provide employees with the opportunity to obtain no-cost transit passes to encourage commuting by public transit in lieu of traveling by personal vehicle.

Level of Significance After Mitigation

Project-specific and cumulative impacts related to conflicts with transportation-related plans, increased hazards due to geometric design, and inadequate emergency access would be less than significant. While Project-specific and cumulative impacts related to VMT would be reduced with implementation of **MM TRA-1** and **MM TRA-2**, impacts would remain significant and unavoidable.

4.19 Tribal Cultural Resources

This section discusses potential impacts to tribal cultural resources associated with the proposed Project. Impacts are evaluated based on the Project's potential to result in substantial adverse change in the significance of a tribal cultural resource (TCR) as defined in Public Resources Code (PRC) Section 21074. PRC Section 21074(a) states:

(a) "Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

4.19.1 Regulatory Setting

State

California Register of Historical Resources (Public Resource Code Section 5024.1 et seq.)

State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in section 15064.5(a) of the State CEQA Guidelines. The California Register of Historic Resources (CRHR) is maintained by the state Office of Historic Preservations. The following resources are automatically included in the CRHR: properties listed, or formally designated eligible for listing, on the National Register of Historic Places; state historical landmarks; and points of interest recommended for listing in the CRHR by the State Historical Resources Commission (SHPO). Additionally, resources included in a local register of historical resources or deemed significant are presumed to be historically or culturally significant for purposes of CEQA.

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (Public Resources Code [PRC] section 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, section 4852).

Assembly Bill 52 (Public Resources Code Section 21080.3.1)

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015 and incorporates tribal consultation and analysis of impacts to TCRs into the CEQA process. It requires TCRs to be analyzed similar to other CEQA topics and establishes a consultation process for lead agencies and California Tribes. Projects that require a Notice of Preparation of an EIR or Notice of Intent to adopt a ND or MND are subject to AB 52. A significant impact on a TCR is considered a significant environmental impact, requiring adoption and implementation of feasible mitigation measures.

As described above, TCRs are defined in one of two ways. Either the TCR qualifies as a historical resource according to PRC § 5024.1, or the TCR is defined by the lead agency, as long as the lead agency supports its determination with substantial evidence and considers the resource's significance to a California Tribe. PRC § 21080.3.1(b) establishes the process for engaging in consultation with California Native American Tribes. The following describes the process for consultation:

(b) Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if:

(1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and

(2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. When responding to the lead agency, the California Native American tribe shall designate a lead contact person. If the California Native American tribe does not designate a lead contact person, or designates multiple lead contact people, the lead agency shall defer to the individual listed on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004. For purposes of this section and Section 21080.3.2, "consultation" shall have the same meaning as provided in Section 65352.4 of the Government Code.

(c) To expedite the requirements of this section, the Native American Heritage Commission shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated with the project area.

(d) Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

(e) The lead agency shall begin the consultation process within 30 days of receiving a California Native American tribe's request for consultation.

California Health and Safety Code (Section 7050.5)

The State of California regulates the accidental discovery of human remains. Section 7050.5 of the Health and Safety Code states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible. The coroner shall make his or her determination with two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development.¹ The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following policies relevant to TCRs within the City that are applicable to the Project:

Historic Preservation Element

- **Goal 1:** Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.

¹ City of Long Beach, Long Beach General Plan. <<https://www.longbeach.gov/lbds/planning/advance/general-plan/>> (Accessed October 6, 2023).

- **Policy P.1.1:** The City shall comply with City, State, and Federal historic preservation regulations to ensure adequate protection of the City's cultural, historical, and archaeological resources.
- **Goal 2:** Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.
 - **Policy P.2.1:** The City shall discourage the demolition and inappropriate alteration of historic buildings.
 - **Policy P.2.4:** The City shall ensure compliance of all historic preservation, redevelopment, and new construction projects with the California Environmental Quality Act (CEQA), and Section 106 of the National Historic Preservation Act.
 - **Policy P.2.5:** The City shall enforce historic preservation codes and regulations.

Land Use Element:

- **LU Policy 20-12:** Ensure minimization of potential development impacts in accordance with policies for protection of natural resources in the Natural Resource Protection Policies section in the Appendix:

Natural Resource Protection Policies, Cultural Resources:

1. Minimize any potential impacts to unknown archaeological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines, including those set forth in California PRC Section 21083.2.
2. Minimize any potential impacts to unknown paleontological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines.
3. Minimize any potential impacts to unknown buried human remains by ensuring appropriate examination, treatment, and protection of human remains (in the event of an unanticipated discovery of a burial, human bone, or suspected human bone) as required by California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code, or as updated.

4.19.2 Environmental Setting

As described in Chapter 2, *Project Description*, the Project site is located in an urbanized portion of North Long Beach. The approximately 14.16-acre Project site is currently developed with one single-story office building and eight single-story industrial buildings, surface parking, and minimal landscaping. The majority of the Project site is paved with either, asphalt or concrete.

The City of Long Beach has established 17 historic landmark and historic districts, or contiguous groups of properties that retain historical integrity.² While each building within a district may not be individually qualified for landmark or historic status, they collectively establish a historic character of the area. Based on the City of Long Beach Designated Historic Districts map, the Project site is not within one of the 17 historic districts. The Project site is not listed on the CRHR list containing properties listed, or formally designated as eligible for listing on the National

² City of Long Beach. 2010. General Plan Historic Preservation Element Figure 13: City of Long Beach Designated Historic Districts. <<https://www.longbeach.gov/lbcd/planning/advance/general-plan/>> (Accessed October 6, 2023).

Register of Historic Places, state historical landmarks, and points of interest.³ Additionally, the Project site is not designated by the City as a historical landmark.⁴

4.19.3 Impact Analysis

Methodology

Per the requirements of AB 52, public agencies must consult with California Native American tribes during the CEQA process in order to identify potential impacts to TCRs. The process for consultation follows this process:

- A California Native American Tribe asks agencies in the geographic area with which it is traditionally and culturally affiliated to be notified about projects. Tribes must ask in writing for consultation.
- Within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all Tribes who have requested it.
- A Tribe must respond within 30 days of receiving the notification if it wishes to engage in consultation.
- The lead agency must initiate consultation within 30 days of receiving the request from the Tribe.
- Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a TCR, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached.
- Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on TCRs and discuss feasible alternatives or mitigation that avoid or lessen the impact.

For purposes of identifying potential sacred lands or traditional cultural properties within or near a project site, the City contacted the Native American Heritage Commission (NAHC) to conduct a search of the Sacred Lands File (SLF) (see Section 4.6, *Cultural Resources*). The NAHC provided the City with a list of California Native American Tribes known to have knowledge of the area in which the proposed Project is located.

On August 31, 2023, the City initiated consultation pursuant to AB 52 with representatives of the California Native American Tribes identified by the NAHC. Tribes contacted included those within the jurisdiction of the City as well as those traditionally and culturally affiliated to the geographic area where a project is located.

Thresholds of Significance

An impact is considered significant if the Project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and

³ Office of Historic Preservation. ND. California Historical Resources. <<https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>> (Accessed October 6, 2023).

⁴ City of Long Beach. 2010. *General Plan Historic Preservation Element Table 5: City of Long Beach Designated Landmarks; Figure 12: City of Long Beach Designated Landmarks.*

scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project Impacts

Threshold TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Threshold TCR-2: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?

Impacts TCR-1 and TCR-2: No Impact.

The Project site is currently fully developed with a mix of commercial/office space and industrial buildings. The existing structures were constructed between 1953 and 1959 and were primarily used for administrative and office functions as well as a maintenance yard and laboratory. As discussed in **Appendix O**, the existing buildings on the Project site have been determined to not be eligible for listing in either the CRHR, or in a in a local register of historical resources. Therefore, the Project does not contain any resources that are likely to have historic significance.

A search of the SLF was conducted through the NAHC to determine if any sacred lands or traditional cultural properties on file with the NAHC were within or near the Project site. The NAHC's SLF record search was negative, indicating that there is no record of sacred lands on the Project site.⁵

In compliance with AB 52 the City provided formal notification to California Native American tribal representatives identified by the NAHC. Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal

⁵ Native American Heritage Commission. May 31, 2023. [Native American Heritage Commission Letter and Native American Tribal Consultation List].

cultural resources.⁶ AB 52 allows tribes 30 days after receiving notification to request consultation. On August 31, 2023, the City contacted representatives of the following tribes:

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino – Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation 84A
- Juaneno Band of Mission Indians Acjachemen Nation-Belardes
- Soboba Band of Luiseno Indians

The above listed Tribes did not respond to the request for consultation and have opted out of the AB 52 consultation process. Therefore, the City has completed tribal consultation as provided for by AB 52.⁷ Correspondence to and from tribal representatives is included in **Appendix O**. As no tribal cultural resources were identified in the Project area, there is no impact.

Cumulative Impacts

As previously discussed, no tribal cultural resources have been identified on the Project site or in the vicinity of the proposed Project. The cumulative projects identified for purposes of this analysis are required to comply with the requirements of AB 52 and engage in consultation with tribes in order to determine if those projects have potential to cause significant impacts to tribal cultural resources. Therefore, while impacts to tribal cultural resources from the cumulative projects may occur, there would be no impacts from the proposed Project. Accordingly, cumulative impacts would be less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to tribal cultural resources would be less than significant.

⁶ California PRC section 21074

⁷ California PRC section 21080.3.2(b)(1)

4.20 Utilities and Service Systems

This section examines the public utilities and service systems that would be used by the proposed Project and describes potential impacts due to the implementation of the proposed Project. Specifically, this section addresses the following utilities: water, wastewater, and solid waste.

4.20.1 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA)(33 U.S.C. §§ 1251 *et seq.*) was enacted to control the discharge of pollutants into the waters of the United States. The CWA charges the U.S. Environmental Protection Agency (U.S.EPA) to set wastewater standards and manage the National Pollutant Discharge Elimination System (NPDES) permit program. Under the NPDES program, permits are required for all new development that discharges directly into the waters of the United States. The CWA also requires wastewater treatment of all effluent before it is discharged into surface waters. NPDES permits for the Project site would be issued by the Los Angeles Water Quality Control Board (RWQCB).

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA)(Pub. L. 93-523) is intended to protect public health by regulating the nation's public drinking water supply. The SDWA authorizes the U.S.EPA to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

State

California Safe Drinking Water Act

The State's Safe Drinking Water Act (Health & Saf. Code §§ 116270-116755), charges the California Department of Health Services (DHS) primary enforcement responsibility for the State's drinking water supply. Title 22 of the California Code of Regulations (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS authority and provides drinking water quality and monitoring requirements, which are equal to or more stringent than federal standards.

California Recycled Water Regulations

The regulation of recycled water is vested by State law in the State Water Resources Control Board (SWRCB) and the California Department of Public Health Services (DPH). DPH is responsible for regulating the use of recycled water. Title 17 (California Water Code, §§ 13500–13556) regulates the protection of the potable water supply through the control of cross-connections with potential contaminants, including recycled water. The established water quality standards and treatment reliability criteria for recycled water are codified in Title 22 of the California Water Code. The requirements of Title 22, as revised in 1978, 1990, and 2001, establish the quality and/or treatment processes required for a recycled effluent to be used for a non-potable application. In addition to recycled water uses and treatment requirements, Title 22 addresses sampling and analysis requirements at the treatment plant, preparation of an engineering report prior to production or use of recycled water, general treatment design requirements, reliability requirements, and alternative methods of treatment.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP) (California Water Code, Division 6, Part 2.6, § 10610 *et seq.*) was enacted in 1983. The UWMP Act applies to municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water. The UWMP Act requires these suppliers to update their Urban Water Management Plan (UWMP) every five years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple dry years.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

AB 1668 and SB 606 establish guidelines for efficient water use and a framework for the implementation and oversight of water standards that were to be in effect in 2022. The two bills strengthen the State's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; comprised of indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.
- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.

Senate Bill 610

SB 610 requires water assessments be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the CEQA.¹

California Integrated Waste Management Act

The California Integrated Waste Management Act (Assembly Bill [AB] 939) was enacted in 1989 to reduce solid waste generated in California to the maximum extent feasible. AB 939 required counties, cities, and regional solid waste management agencies to develop plans and implement programs to divert 25 percent of their solid waste from landfills by 1995 and 50 percent by 2000. Diversion is expected to be achieved through source reduction, recycling, and composting, and requires the participation of public agencies, as well as residential, commercial, and industrial users. Since 2000, subsequent legislation mandated that the 50 percent reduction goal be met annually.

AB 939 requires all California counties and cities to prepare solid waste management programs that include Source Reduction and Recycling Elements. Each jurisdiction is required to produce annual reports documenting steps taken to meet the requirements of AB 939.

¹ California Department of Water Resources (CDWR), Guidebook for Implementation of Senate Bill 1610 and Senate Bill 221 of 2001 to assist water suppliers, cities, and counties in integrating water and land use planning (2003) <https://digitalcommons.law.ggu.edu/cgi/viewcontent.cgi?article=1094&context=caldocs_agencies> (Accessed December 24, 2023).

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327) required CalRecycle to prepare a model ordinance addressing storage of recyclable materials for development projects. The model ordinance was intended to be adoption by California counties and cities to help them meet the requirements of AB 939. Under AB 1327, applications for building permits for development projects must include adequate and accessible areas for the collection and loading of recyclable materials.

Local

Long Beach Municipal Code

Long Beach Municipal Code (LBMC) Chapter 8.60, *Solid Waste, Recycling and Litter Prevention and Mandatory Organic Waste Disposal Reduction*, of the addresses solid waste, recycling, and litter prevention. Sections 8.60.025 and 8.60.020 include standards regarding refuse and recycling receptacles for removing and conveying waste. LBMC Section 8.60.080 addresses waste requiring special handling (e.g., material likely to become airborne) and permitting refuse transportation.

LBMC Chapter 18.67, *Construction and Demolition Recycling Program*, provides regulations for the City's construction and demolition (C&D) recycling program. Section 18.67.020 requires all projects requiring a demolition permit and all projects requiring a construction permit on or after January 1, 2017, divert at least 65 percent of all C&D materials to recycling. Applicants for demolition and construction permits must also prepare waste management plans. The C&D program also aims to encourage permit applicants to recycle all materials when feasible, through a refundable performance deposit. Additionally, the C&D program encourages the use of green building techniques in new construction and promotes reuse or salvaging materials in construction and demolition projects.

Long Beach Water Department 2020 Urban Water Management Plan

The 2020 Urban Water Management Plan (2020 UWMP), published by the Long Beach Water Department (Long Beach Water), provides a plan for managing the City's water resources consistent with Long Beach Water's goals and policy objectives. The UWMP meet's the City's obligations under the California's Urban Water Management Planning Act. The 2020 UWMP provides a 30-year forecast of water demand in its service area (2020 through 2050), in five-year increments.

Los Angeles Countywide Integrated Waste Management Plan

The Los Angeles County Department of Public Works (LADPW) prepared the Countywide Integrated Waste Management Plan (CoIWMP), including the Countywide Siting Element. The CoIWMP was prepared by Los Angeles County to describe the steps necessary for individual jurisdictions to achieve the 50-percent waste diversion mandate of AB 939.

The Countywide Siting Element was adopted in 1998 and has a 15-year planning horizon. The Siting Element identifies how Los Angeles County, and its cities would meet their long-term disposal capacity needs.

4.20.2 Environmental Setting

The following sections describe existing utility services for the Project site. Utilities described include water supply, solid waste, wastewater, electricity and natural gas, and telecommunications.

Water Supply

Long Beach Water serves nearly 500,000 customers in an approximately 50 square mile service area comprised of residential, commercial, and industrial uses, including the Project site. The potable water system consisting of approximately 910 miles of transmission and distribution pipeline and over 93,000 service connections.²

Long Beach Water primarily relies on groundwater extracted locally from the Central Basin to meet customer water demands. The rest of the water is imported water and is purchased wholesale from the Metropolitan Water District of Southern California (MWD). LBWD also provides recycled water to its customers. **Table 4.20-1: Existing and Future Water Supplies** shows current and planned water supplies for the city.

Table 4.20-1 Existing and Future Water Supplies

Source	Water Supply (AFY)						
	2020	2025	2030	2035	2040	2045	2050
Groundwater – Central Basin	21,932	37,216	37,216	41,126	41,126	41,126	41,126
Groundwater – West Coast Basin	0	3,226	3,226	3,226	3,226	3,226	3,226
Imported	29,472	30,900	30,900	30,900	30,900	30,900	30,900
Recycled	10,685	13,500	13,500	13,500	13,500	13,500	13,500
Total	62,089	84,752	84,752	88,752	88,752	88,752	88,752

Source: Long Beach Water Department-Beach-Water-Department-2020-Urban-Water-Management-Plan.pdf

According to the 2020 UWMP LBWD projects that water supplies will be sufficient to meet all demands through the year 2050 during normal, single-dry year, and multiple dry year hydrologic conditions. **Table 4.20-2: Normal, Single Dry, and Multiple Dry Year Supply and Demand (AFY)** compares projections of LBWD water supply and demand under normal, single-dry, and multiple-dry years.

Table 4.20-2: Normal, Single Dry, and Multiple Dry Year Supply and Demand (AFY)

Forecasted Year	2025	2030	2035	2040	2045	2050
Normal Year						
Supply	84,752	84,752	88,752	88,752	88,752	88,752
Demand	53,964	53,964	51,861	51,691	51,653	52,270
Surplus	30,788	30,788	36,891	37,061	37,099	36,182
Single-Dry						
Supply	84,752	84,752	88,752	88,752	88,752	88,752
Demand	53,964	53,964	51,861	51,691	51,653	52,270
Surplus	30,788	30,788	36,891	37,061	37,099	36,182
Multi-Dry						
Supply	84,752	84,752	88,752	88,752	88,752	88,752
Demand	53,964	53,964	51,861	51,691	51,653	52,570
Surplus	30,788	30,788	36,891	37,061	37,099	36,182
AFY= Acre feet per year						

² City of Long Beach Water Department, Capital Improvement Plan Fiscal Year 2023 <https://lbwater.org/wp-content/uploads/2023/02/23_CIP-Final.pdf> (accessed December 24, 2023).

Source: Long Beach Water, 2020 Urban Water Management Plan, <<https://lbwater.org/wp-content/uploads/2021/09/Long-Beach-Water-Department-2020-Urban-Water-Management-Plan.pdf>> (Accessed November 10, 2023).

Wastewater

Wastewater services are provided by Long Beach Water, which maintains the City's sewer system and wastewater treatment facilities. The proposed Project would be located within the service area of the A.K Warren Water Resource Facility, formerly known as the Joint Water Control Plant (JWCP), located in the city of Carson at (24501 South Figueroa Street). The A.K. Warren Resource Facility provides both primary and secondary treatment of a capacity of 400 million gallons of wastewater each day and serves approximately 4.8 million, residents, businesses, and industries.³

Solid Waste

The City of Long Beach Environmental Services Bureau is responsible for managing solid waste disposal and recycling in the City. The City contracts with Waste Management for recycling collection services. In the City, solid waste, excluding recyclables, is diverted to one of the County's several landfills or to the Southeast Resource Recovery Facility (SERRF) to be incinerated and used in the production of energy.

Electricity and Natural Gas

Electricity and natural gas services are provided by Southern California Edison (SCE), Long Beach Energy Resources (LBER), and SoCalGas.

Telecommunications

Telecommunications and internet service within the City are provided by AT&T, Spectrum, and Frontier.

4.20.3 Methodology

The Industrial Building-Utility Investigation Technical Memorandum prepared by Kimley Horn (see **Appendix N**) assess water and wastewater demand for the proposed Project. This analysis is based on the proposed Project's forecasted utility usage as compared to the existing capacity of utility facilities that serve the Project Site. Analysis of the proposed Project's impacts relative to water supply is informed through the LBWD 2020 Public Draft UWMP (2020 UWMP). The 2020 UWMP summarizes future water demand over a 30-year period, the availability of future water supplies, and water demands. Anticipated solid waste generation is based on generation rates per capita as provided by CalRecycle.

4.20.4 Impact Analysis

Thresholds of Significance

The following significance criteria for water systems is from the Environmental Checklist in State CEQA Guidelines Appendix G. An impact would be considered significant and would require mitigation if it would meet one of the following criteria:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications

³ Los Angeles County Sanitation Districts. *Joint Water Pollution Control Plant*. <<https://www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant>> (Accessed December 24, 2023).

facilities, the construction or relocation of which could cause significant environmental effects;

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider which services of may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitment; or
- Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure.
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Project Impacts

Threshold UTI-1: 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?

Impact UTI-1: Less Than Significant Impact.

The proposed Project would construct a speculative industrial building on a site already connected to water lines, stormwater drainage, electrical power, natural gas, and telecommunications facilities. The proposed Project would largely take advantage of existing infrastructure with utilities improvements limited to the Project site.

A 12" cast iron (CI) water main runs along Cherry Avenue, 26 feet west of the centerline of the south bound lanes, and 76.5 feet west of the Project site's eastern property line. Water/fire service connections for the project proposed Project would tie into the existing water main at the west side of the Project site along Cherry Avenue.

An 8" vitrified clay pipe (VCP) sewer lateral currently serves the existing development near the southwestern corner of the property. The 8" VCP sewer line connects to an existing manhole 35.2 feet west of the eastern property line and to an existing 10" VCP sewer line. The existing 10" VCP sewer line flows west to another manhole 27.5 feet west of the Cherry Avenue centerline that connects to an existing 18" VCP sewer line. The existing 18" VCP sewer line is located 27.5 feet west of the Cherry Avenue southbound lanes centerline. Also, a manhole 31.50 east of the westerly property line is an 8" SDR-26 sewer pipe extending northerly into and through the site. There is a 6" SCR-26 sewer lateral connection from the 8" SDR-26 intended for this project site sewer connection.

An existing 18" reinforced concrete pipe (RCP) public storm drain main runs along Cherry Avenue. The proposed Project would include constructing onsite storm drain infrastructure, such as catch basins to convey runoff to a stormwater treatment system. This treatment system could consist of an underground rainwater harvesting cistern which will capture the stormwater runoff and reuse it onsite for landscaping irrigation. Any runoff that exceeds the treatment volume required by Los Angeles County would overflow into the public stormwater system within Cherry Avenue. The proposed stormwater system is discussed in greater details in Section 4.11, *Hydrology and Water*

Quality. The proposed Project would not require development of additional stormwater infrastructure off the Project site.

The proposed project would connect to existing electrical, telecommunications, and natural gas service lines.

Project construction would not require connections to the city’s water or sewer infrastructure.

Prior to the issuance of building permits, the City would determine the fees associated with connecting to existing utilities infrastructure. Payment of fees is intended to offset incremental impacts to infrastructure by helping fund capital improvements and expenditures.

The proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts associated with both construction and operation of the proposed Project would be less than significant.

Threshold UTI-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact UTI-2: Less Than Significant Impact.

During Project construction water would be required for dust control and equipment cleaning. However, it is anticipated that water would be imported and connections to the City’s water infrastructure would not be necessary. In addition, the contractor would install portable restrooms and hand washing stations which are also anticipated to utilize imported water.

Water usage during Project operations was calculated using the Los Angeles County Sanitation District (LACSD) wastewater load factors associated with distinct land uses. As shown in **Table 4.20-3: Estimated Project Water Consumption**, proposed Project operations would result in a total water demand of 7,608.6 gallons per day (GPD) or approximately 8.52 AFY.

The LBWD has indicated that is can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. The city anticipates a total water supply of 88,752 AFY and total water demand of 52,270 AFY in 2050 during a normal year. Therefore, impacts would be less than significant.

Table 4.20-3: Estimated Project Water Consumption

Proposed Land Use	Total Square Footage	Water Consumption Rate	Total GPD	Total AFY
Industrial Building ¹	304,344 SF	25/1,000 SF	7,608.6	8.52
<i>SF =square feet; GPD = gallons per day For purposes of calculation, “Industrial Building” assumes a land use of “Dry Manufacturing.”</i>				

Source: Los Angeles County Sanitation District. Table 1: Loadings for Each Class of Land Use.

<<https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000>> (accessed November 10, 2023).

Threshold UTI-3: Would the project result in a determination by the wastewater treatment provider which services of may serve the project that is has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitment?

Impact UTI-3: Less Than Significant Impact.

Wastewater generated by the proposed Project would be treated by the A.K Warren Water Resources Facility. The current capacity of the A.K Warren Water Resources Facility is 400 million

galls per day. Additionally, the Project site would be served by Long Beach Water Reclamation Plant, which treated an estimated 12 MGD in 2020 with a capacity of 25 MGD.⁴ The proposed Project would develop a speculative industrial building with limited landscaping. As shown in **Table 4.20-4: Estimated Project Wastewater Generation**, the proposed Project would generate approximately 7,609 GPD of wastewater. The A.K Warren Water Resource Facility, which serves the Project Site has a design capacity of 400 million gallons per day (MGD) of wastewater. In addition, the Project site is served by the Long Beach Water Reclamation Plant, which has a design capacity of 12 MGD. Therefore, the A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Table 4.20-4: Estimated Project Wastewater Generation

Proposed Land Use	Total Square Footage	Wastewater Demand Rates Consumption Rate	Total GPD	Total AFY
Industrial Building ¹	304,344 SF	25/1,000 SF	7,608.6	8.52

SF =square feet; GPD = gallons per day
For purposes of calculation, "Industrial Building" assumes a land use of "Dry Manufacturing."

Source: Los Angeles County Sanitation District. Table 1: Loadings for Each Class of Land Use. <https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000> (accessed November 10, 2023).

Threshold UTI-4: Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure?

Threshold UTI-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impacts UTI-4 and URI-5: Less Than Significant.

The proposed Project would generate construction waste as a result of demolition of the existing structures and site grading on the Project site. This would include removal of asphalt and approximately 5.5 feet of soil underlying the proposed building footprint. It is anticipated that most excavated spoil would be reused on site. It is estimated that approximately 10,000 cubic yards of solid waste would be removed during Project construction.

The City of Long Beach Environmental Services Bureau is responsible for managing solid waste disposal and recycling in the City. The City contracts with Waste Management for recycling collection services. In the City, solid waste, excluding recyclables, is diverted to one of the County’s several landfills or to the SERRF to be incinerated and used in the production of energy. As of 2020, Los Angeles County’s solid waste disposal facilities had a remaining capacity of 142.67 million tons.⁵ This would provide adequate capacity to address solid waste generated by construction of the proposed Project. Regardless, pursuant to AB 939, the State requires that at least 65 percent of waste produced by construction and demolition (C&D) projects be diverted from landfills through recycling, salvage, or deconstruction. The City requires a C&D Management Plan as a means of documenting project compliance with the CalGreen Code and LBMC Chapter 18.67, *Construction and Demolition Recycling Program*.

⁴ City of Long Beach., 2020. *Urban Water Management Plan*. <<https://lbwater.org/wp-content/uploads/2021/09/Long-Beach-Water-Department-2020-Urban-Water-Management-Plan.pdf>>, (accessed November 10, 2023).

⁵ Los Angeles County Department of Public Works, *Countywide Integrated Waste Management Plan 2020 Annual Report*, October 2021, <<https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=16231&hp=yes&type=PDF>> (accessed December 26, 2023).

According to the *Soil Management Plan (SMP)* dated November 17, 2022, that was prepared by Ramboll US Consulting, Inc. (see **Appendix J**), two soil samples were collected on the Project site in 2008 and analyzed for dissolved phase petroleum hydrocarbons including gasoline-range organics (TPH-GRO), benzene, toluene, ethylbenzene and xylenes (BTEX), methyl tertiary butyl ether (MTBE), and tert-butyl alcohol (TBA). All analytes were not detected above laboratory reporting limits (RLs) except for toluene, which was detected at concentrations several orders of magnitude below the screening level for commercial/industrial sites.

In the event that impacted soils are encountered during proposed earthwork activities, the construction contractor would be responsible for implementing the procedures described in the SMP for identifying, testing, handling, and off-site disposal of the impacted soils at an appropriate disposal facility. It is anticipated that most impacted soil would be remediated and reused on site. Impacted soil that must be removed from the site would be taken to the Kettleman Hills Industrial Waste Codisposal Facility (Kettleman Hills Facility), located at 35251 Old Skyline Road, Kettleman City, California, approximately 200 miles northwest of the Project site. The Kettleman Hills Facility is the nearest active solid waste disposal facility that provides for the treatment, storage, and disposal of contaminated soils, as well as virtually all solid, semi-solid, and liquid hazardous and extremely hazardous wastes.⁶ As of February 2020, the Kettleman Hills Facility had 15.6 million cubic yards of remaining capacity, a max permitted capacity of 10.7 million cubic yards, and is currently permitted to accept 9,000 cubic yards of waste per day.⁷ Thus, the facility has adequate capacity to service the hazardous waste disposal needs of the proposed Project, including disposal of any potentially hazardous soils that may be encountered during construction activities. Adherence to the SMP would ensure all potentially hazardous soils are transported and disposed of at an appropriate disposal facility in compliance with applicable federal, State, and local statutes and regulations.

Project operations would generate waste typical of similar industrial development. The California Department of Resources Recycling and Recovery (CalRecycle), keeps statistics on waste generated per capita by employees and residents dating back to 1989. **Table 4.20-5: Solid Waste Generation**, shows the amount of solid waste that would be produced by Project operations, assuming up to 654 employees. Per the most recent data available (2017), employees typically dispose of 11.9 pounds of solid waste per day. Assuming this rate, 654 employees would generate on average approximately 7,783 pounds of solid waste daily or 2,840,649 pounds or 1,420 tons per year. Again, this would be well within the capacity of the County's solid waste disposal facilities.

Development of the proposed Project would require compliance with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. Proposed Project operations would be required to meet CalRecycle's waste diversion rate target of 50 percent as required under AB 939. Project building occupants would also be required to adhere to the requirements of AB 1826 addressing diversion of organic waste through provision of organic waste recycling bins.

The proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State

⁶ California Department of Toxic Substances Control, Kettleman Hills Site Description, <<https://dtsc.ca.gov/kettleman-hills-site-description/>> (Accessed December 28, 2023).

⁷ CalRecycle Solid Waste Information System (SWIS), Kettleman Hills – B18 Nonhaz Codisposal (16-AA-0023), <<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3771?siteID=914>> (Accessed December 28, 2023).

regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Table 4.20-5: Solid Waste Generation

Proposed Land Use	Number of Employees	Waste Generation Rate (lbs/employee/day)	Total Waste Generated (lb/year) ¹	Tons per Year
Industrial Building	654	7,782.6	2,840,649	1,420.3
Lb/lbs = pound/pounds				

Source: CalRecycle. *California's Statewide Per Resident, Per Employee, and Total Disposal Since 1989*.
 <<https://calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/graphs/disposal/>> (accessed December 26, 2023).

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Energy. For purposes of this analysis, the geographic scope would be the city of Long Beach. For purposes of identifying cumulative impacts to utilities and service systems, the geographic scope is focused on the City of Long Beach. Implementation of the proposed Project in combination with the cumulative projects would lead to an increase in demand on electric power, telecommunications service, water supplies, wastewater treatment capacity, and solid waste disposal. However, current suppliers of these services have sufficient capacity to meet the demands of the proposed Project and the cumulative projects. As previously discussed, the City of Long Beach has adequate existing infrastructure to serve the electrical, telecommunications, water, and wastewater demands of the proposed Project and the cumulative projects without need for relocation or construction of new and expanded infrastructure. In addition, the City of Long Beach anticipates a total water supply of 88,752 AFY and total water demand of 52,270 AFY in 2050 during a normal year. The A.K Warren Water Resource Facility, which serves the Project Site has a design capacity of 400 MGD of wastewater and the Long Beach Water Reclamation Plant has a design capacity of 12 MGD. Finally, as of 2020, Los Angeles County's solid waste disposal facilities had a remaining capacity of 142.67 million tons. The demands of the proposed Project in combination with the cumulative projects would not exceed capacity for any of these utilities or service systems.

Similar to the proposed Project, each of the cumulative projects would be evaluated for demand on utilities and service systems. The cumulative projects would be required to comply with the applicable regulatory requirements and applicable mitigation to reduce potential impacts to these resources. Accordingly, cumulative impacts to utilities and service systems are less than significant.

Mitigation Measures

No mitigation measures are required as impacts would be less than significant.

Level of Significance After Mitigation

Not applicable. Project-specific and cumulative impacts related to utilities and service systems would be less than significant.

4.21 Wildfire

This section discusses potential impacts associated with wildfire hazards. This analysis is based on whether the proposed Project is in or near a State Responsibility Area (SRA) or lands classified as Very High Fire Hazard Severity Zones (VFHSZs), and if so, whether the proposed Project would substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or 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.

4.21.1 Regulatory Setting

Federal

Disaster Mitigation Act of 2000

The Disaster Mitigation Act (42 United States Code [U.S.C.] § 5121) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. §§ 5121-5207). Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- i. Funding pre-disaster mitigation activities;
- ii. Developing experimental multi-hazard maps to better understand risk;
- iii. Establishing state and local government infrastructure mitigation planning requirements;
- iv. Defining how states can assume more responsibility in managing the hazard mitigation grant program; and
- v. Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of the Disaster Mitigation Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county-level government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the facility has been damaged on more than one occasion in the preceding 10 year period by the same type of event.

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. Another major responsibility of CAL FIRE is to use its firefighters, fire engines, and aircraft to respond to wildland fires.

The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention in wildland areas; regulating hazardous liquid pipelines; reviewing regulations and building standards; and providing training and education in fire protection methods and responsibilities.

State Fire Regulations

Fire regulations for California are established in section 13000 *et seq.* of the California Health and Safety Code (HSC) and include regulations for structural standards (similar to those identified in the CBC; fire protection and public notification systems; fire protection devices such as extinguishers and smoke alarms; standards for high-rise structures and childcare facilities; and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions within California.

California Fire Plan

The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The 2018 Strategic Fire Plan for California is the most current plan.

California Public Resources Code Sections 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction with an SRA, and within lands classified and designated as VHFHSZ. The person(s) who control, lease, maintain, operate, or own such a building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a minimum defensible space of 100 feet from the perimeter of the building. The regulations include the following:

- Road standards for fire equipment access.
- Standards for signs identifying streets, roads, and buildings.
- Minimum private water supply reserves for emergency fire use.
- Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

California Government Code Section 66474.02

This regulation states that before a county can approve a tentative map (or a parcel map for which a tentative map was not required) for an area or development located in an SRA or a VHFHSZ, the following findings must be made:

1. A finding supported by substantial evidence in the record that the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code (PRC) or consistent with local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.
2. A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
 - a. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
 - b. The Department of Forestry and Fire Protection by contract entered into pursuant to Sections 4133, 4142, or 4144 of the PRC.

Upon approving a tentative map, or a parcel map for which a tentative map was not required, for an area (development) located in an SRA or VHFHSZ, the county shall transmit a copy of the findings and accompanying maps to the State Board of Forestry and Fire Protection.

2022 California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2022 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of Wildland-Urban Interfaces (WUI) areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022. The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with CCR Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

2022 California Building Standards Code

California building standards are published in the CCR, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 12 parts that contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards.

Local agencies must ensure the development complies with the regulations contained in the CBSC.

California Health and Safety Code

State fire regulations are set forth in California HSC Section 13000 *et seq.*, and include provisions concerning building standards, fire protection and notification systems, fire protection devices, and fire suppression training, as also set forth in the 2022 CBSC and related updated codes.

Emergency Mutual Aid Agreements

The Emergency Mutual Aid Agreements (EMMA) system is a collaborative effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern Regional Emergency Operations Center, local Emergency Operations Centers, the Disaster Field Office, and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the EMMA, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Governor's Office of Emergency Management Agency

In 2009, the State of California passed legislation creating the California Governor's Office of Emergency Management Agency (Cal-EMA) and authorizing it to prepare a Standardized Emergency Management System (SEMS) program (Title 19 CCR Section 2400 *et seq.*), which sets forth measures by which a jurisdiction should manage emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal-EMA serves as the lead state agency for emergency management in the state. Cal-EMA coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as these are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system. In California, the SEMS provides the mechanism by which local governments request assistance. Cal-EMA serves as the lead agency for mobilizing the state's resources and obtaining federal resources; it also maintains oversight of the state's mutual aid system.

Senate Bill 1241

California's increasing population and the expansion of development into previously undeveloped areas has created more "wildland-urban interface" issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires. Additionally, the changing climate, specifically rising temperatures and increasing temporal variability of water availability has substantially increased wildfire risk in many areas around the State. To address these State-wide concerns, Senate Bill (SB) 1241 was passed in September 2013 which required the Office of Planning and Research (OPR), the Natural Resource Agency, and CAL FIRE to develop "amendments to the initial study checklist of the [CEQA Guidelines] for the inclusion of questions related to fire hazard impacts for projects located on lands classified as SRAs, as defined in Section 4102, and on lands classified as VHFHSZ, as defined in Subdivision (i) of Section 51177 of the Government Code." (PRC Section 21083.01).

Senate Bill 99: Evacuation Route Planning

Senate Bill 99, enacted in 2019, requires that city and county general plans address evacuation routes from any hazard area identified in the safety element. Under this law, the safety element must include information to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. Each city or county must update its safety element with the new information upon the next revision of its housing element on or after January 1, 2020.

California Code of Regulations Sections 51175 through 51189

This portion of the California Code of Regulations establishes the Moderate, High, and Very High Fire Severity Zones within the State. This regulation allows emergency response and hazard management departments to effectively locate areas which are more susceptible to fire hazards. This law also provides the framework for further preventive measures to decrease wildfire hazards.

Local

City of Long Beach General Plan

The Long Beach General Plan (General Plan) includes goals, policies, and directions to achieve the City's vision of the community and future development. The General Plan includes 11 elements that have been updated at various points between 1966 and 2023. The elements focus on: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design.

The General Plan established the following goals in order to preserve general public safety within City that are applicable to the Project.

Public Safety Element:

- **Development Goal 1:** Promote the redevelopment of areas, which may present safety problems.
- **Development Goal 9:** Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).
- **Protection Goal 2:** Protect existing land uses from the intrusion of safety hazards.
- **Protection Goal 3:** Reduce public exposure to safety hazards.
- **Protection Goal 4:** Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.
- **Protection Goal 8:** Assure continued safety measures for the preservation of property values.

City of Long Beach Hazard Mitigation Plan

The City of Long Beach Hazard Mitigation Plan adopted March 2023 includes goals and objections to reduce risks from disasters to the people, property, economy, and environment

within the city.¹ The Hazard Mitigation Plan includes three sections: Part 1 Planning Process and Community Profile, Part 2 Risk Assessment, and Part 3 Mitigation Strategy. Part 2 Risk Assessment describes risks associated with each hazard, including secondary hazards such as wildfires. Drought conditions and lack of precipitation can lead to wildfires. The Hazard Mitigation Plan outlines the following goals that are applicable to this Project:

- Protect health and safety.
- Invest in property protection.
- Promote policies that embrace mitigation.
- Create a healthy and equitable environment.
- Ensure equitable and inclusive mitigation measures.

4.21.2 Environmental Setting

According to the National Park Service, a wildfire, or wildland fire, is described as a non-structure fire that occurs in vegetation such as trees, grasses, and shrubs, and is not a prescribed fire.² As the City of Long Beach is virtually all developed, wildfire is not considered a significant concern in matters of public safety. The Long Beach Fire Department provides fire protection services within the City of Long Beach and currently maintains 25 fire stations throughout the City.

Public Resources Code sections 4201-4204 direct CAL FIRE to map fire hazard within State Responsibility Areas (SRA) based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as Fire Hazard Severity Zones (FHSZ), classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified SRAs. Where local fire protection agencies, such as the Long Beach Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). According to CAL FIRE's SRA viewer, the entire Project site and surrounding area is designated as LRA. According to CAL FIRE's FHSZ viewer, the Project site is not within or near to a VHFHSZ, and the closest VHFHSZ is located approximately 11 miles southwest of the Project site, on the Palos Verdes Peninsula.

4.21.3 Impact Analysis

Methodology

Evaluation of potential impacts associated with wildfire was based on a review of CAL FIRE maps to determine the location of the proposed Project relative to FHSZ.

Thresholds of Significance

An impact is considered significant if the Project would:

¹ City of Long Beach. 2023. Natural Hazard Mitigation Plan Figure 4-2 and 4-3: Critical Facilities. <<https://www.longbeach.gov/globalassets/disaster-preparedness/media-library/documents/emergency-preparedness-plans/long-beach-natural-hazard-mitigation-plan-2023.>> (February 16, 2024)

² National Park Service, Wildfires, Prescribed Fires, and Fuels, <<https://www.nps.gov/orgs/1965/wildfires-prescribed-fires-fuels.htm>>(Accessed November 15, 2023.)

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

Project Impacts

Threshold WF-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact WF-1: No Impact.

According to the CAL FIRE, the Project site is not within or in proximity to a VHFHSZ, nor is it within a State Responsibility Area (SRA). The Project site is located within a Local Responsibility Area (LRA) and currently receives fire protection services from the Long Beach Fire Department. The Long Beach Fire Department enforces the fire code and ensures compliance with local ordinances. Fire Inspectors, deployed by the Long Beach Fire Department Bureau of Fire Prevention, identify safety hazards included blocked access. Additionally, the existing land use within the Project site is not identified on in the City's Local Hazard Mitigation Plan as being a critical facility, or one that provides services and functions essential to a community during or after a disaster.³

Construction of the proposed Project would be generally confined to the Project site and would not physically impair access to the site or the proposed Project area. During both construction and long-term operation, the Project, including all Tenant Use Options, would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Furthermore, compliance with the fire code and local ordinances would ensure that the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact.

Threshold WF-2: 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?

Impact WF-2: No Impact.

The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. The proposed Project would not exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

³ City of Long Beach. 2023. Natural Hazard Mitigation Plan Figure 4-2 and 4-3: Critical Facilities. <[---

Kimley»Horn](https://www.longbeach.gov/globalassets/disaster-preparedness/media-library/documents/emergency-preparedness-plans/long-beach-natural-hazard-mitigation-plan-2023.></p></div><div data-bbox=)

Threshold WF-3: 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?

Impact WF-3: No Impact.

The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. During both construction and long-term operation, the proposed Project, including all Tenant Use Options, would be required to maintain adequate emergency access for emergency vehicles as required by the City of Long Beach and the Long Beach Fire Department. Because the proposed Project is required to comply with all applicable City codes and is not located in a VHFHSZ, construction and operation of the Project would not increase the risk of fire, nor would it require the installation/maintenance of infrastructure that would exacerbate fire risk. Therefore, no impact would occur.

Threshold WF-4: 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?

Impact WF-4: No Impact.

The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The proposed Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Potential impacts regarding flooding, landslides, and drainage are further discussed in Section 4.8, *Geology and Soils*, and Section 4.11, *Hydrology and Water Quality*. Therefore, there would be no impact.

Cumulative Impacts

Section 3.3, *Cumulative Development*, identifies nine projects within an approximately 1.5-mile radius of the Project Site that are planned, under construction, or have been recently completed. A summary of these projects is provided in Table 3-1, Cumulative Projects List. Potential cumulative impacts would occur if the proposed Project in combination with the identified cumulative projects would result in significant effects to Wildfire. For purposes of this analysis, the geographic scope would be the city of Long Beach.

As discussed in Section 4.3.2, *Environmental Setting*, the city of Long Beach is mostly built up urban land and wildfire is not considered a significant concern. Furthermore, the nearest FHSZ is located 11 miles to the southwest on the Palos Verdes peninsula. Neither the proposed Project, nor the cumulative projects are located within other areas susceptible to wildfire, including FHSZ. Subsequently, there would be no impacts, including cumulative impacts, associated with wildfire.

Mitigation Measures

No mitigation measures are required as the proposed Project would have no impacts.

Level of Significance After Mitigation

Not applicable. There would be no Project-specific or cumulative impacts associated with wildfire.

5. Alternatives

5.1 Introduction

CEQA Guidelines Section 15126.6(a), requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” This chapter presents the alternatives analysis required by CEQA for the proposed Project, summarizes the proposed Project, identifies the Project objectives, describes the alternatives to be analyzed, and discusses the alternatives considered but eliminated from further analysis. The impacts associated with each alternative are then described by environmental topic discussed in Chapter 4, *Environmental Impact Analysis*, and compared with those of the proposed Project. Based on this alternatives analysis, and as required by CEQA, this chapter concludes by identifying the environmentally superior alternative.

5.2 Project Summary

As described in Chapter 2, *Project Description*, of this Draft EIR, the proposed Project would be located on a 14.16-acre site at 5910 Cherry Avenue in the city of Long Beach, California. The eight existing buildings on the Project site are currently underutilized, with only portions of the project site occupied at the time preparation of this Draft EIR commenced. The Project applicant proposes to demolish the existing buildings on the Project site and redevelop it with a single, approximately 304,344 SF, concrete, tilt-up light-industrial warehouse building. The proposed building would be 51 feet high and surrounded by parking areas that would include 338 at-grade parking stalls and 79 truck parking stalls. Passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature 44-truck high-dock doors along the south elevation facing the commercial site to the south. Approximately 10,066 SF of office space would be accommodated in the southwest corner of the building along Cherry Avenue. The office space would be located on the first floor and the mezzanine level of the proposed building. The proposed Project would also include landscaping along Cherry Avenue, the northern periphery of the Project site, and along the rear of the proposed building.

Passenger vehicles would access and depart the proposed Project Site from Cherry Avenue by way of two driveways located at the southwestern and northwestern corners of the proposed Project site. Truck access would be restricted to the driveway located at the southwestern and northwestern corners of the proposed Project site. The southwestern driveway would provide the closest access to the truck dock doors. Pedestrian access to the Project site would be provided via a sidewalk in the southwestern corner of the Project Site. The sidewalk would connect to the existing sidewalk along Cherry Avenue to the building entrance and office area in the southwestern corner of the proposed building.

Passenger vehicle parking would be situated in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. Truck parking would be provided in the southeastern corner of the Project site. Per the City’s Transportation Demand Ordinance, the proposed Project is required to include a minimum of nine bicycle parking stalls. In addition, the Project would install various exterior lights on and

around the new building and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses.

As the ultimate tenant of the proposed building is unknown, the proposed Project could accommodate a variety of different land uses. These are referred to as Tenant Use Options. While these use options would have no effect on the exterior of the proposed industrial building, they would have potential to affect the operation of the building by producing varying numbers of vehicle trips and fuel use, operational energy use, and operations-related noise. Accordingly, the Draft EIR took these Tenant Use Options into account in the environmental impact analysis (see Chapter 4, *Environmental Impact Analysis*). These Tenant Use Options include the following:

- Tenant Use Option 1 - 100% Manufacturing
- Tenant Use Option 2 - 100% General Light Industrial
- Tenant Use Option 3 - 100% Warehousing:
- Tenant Use Option 4 - 100% High-Cube Fulfillment (Non-Sort):
- Tenant Use Option 5 - 100% High Cube Cold Storage
- Tenant Use Option 6 - 25% Manufacturing/75% High Cube Transload:

5.3 Project Objectives

Section 2.9, *Project Objectives*, describes the purpose of the proposed Project and the Project's underlying objectives. The purpose of the proposed Project is to revitalize an underused heavy industrial site within the city of Long Beach and to develop an industrial building to better serve the needs of the City and the region. The objectives of the Project are:

- To replace existing underutilized buildings with a new state-of-the-art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base.
- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

5.4 Project Impacts

Based on the environmental analysis completed for the proposed Project and discussed in Chapter 4, *Environmental Impact Analysis*, significant and unavoidable impacts have been identified for the following environmental resource factor:

- Section 4.18, Transportation.

Significant impacts requiring mitigation have been identified for the following environmental resource factors:

- Section 4.6, Cultural Resources
- Section 4.8, Geology and Soils
- Section 4.10, Hazards and Hazardous Materials
- Section 4.14, Noise

Less than significant impacts were identified in the following environmental resource factors:

- Section 4.2, Aesthetics
- Section 4.4, Air Quality
- Section 4.5, Biological Resources
- Section 4.7, Energy
- Section 4.9, Greenhouse Gas Emissions
- Section 4.11, Hydrology and Water Quality
- Section 4.12, Land Use and Planning
- Section 4.15, Population and Housing
- Section 4.16, Public Services
- Section 4.17, Recreation
- Section 4.20, Utilities and Service Systems

No impacts were identified for the following environmental resource factors:

- Section 4.3, Agriculture and Forestry Resources
- Section 4.13, Mineral Resources
- Section 4.19, Tribal Cultural Resources
- Section 4.21, Wildfire

5.5 Summary of Project Alternatives

This section of the Draft EIR considers five alternatives to the proposed Project. These alternatives include:

- Alternative 1: No Build/No Project,
- Alternative 2: Adaptive Reuse of Existing Buildings – Industrial,
- Alternative 3: Adaptive Reuse of Existing Buildings – Office,
- Alternative 4: Reduced Project, and
- Alternative 5: Outdoor Truck/Trailer Storage.

Consistent with CEQA Guidelines Section 15126.6(c), Alternatives 2 through 5 represent a range of reasonable “build” alternatives that could feasibly accomplish the project objectives discussed in Section 5.3, *Project Objectives*, and could potentially lessen the environmental impacts of the proposed Project. Per CEQA Guidelines Section 15126(e), the alternatives analysis includes a “No Build/No Project” alternative. The purpose of describing and analyzing the “No Build/No Project” alternative is to allow decisionmakers the ability to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Each of the five alternatives is described in greater detail below. Each alternative is described and evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the proposed Project. Furthermore, each alternative is evaluated to determine whether the project objectives could be substantially attained by the alternative. It should be noted that the alternatives analysis excludes those impact thresholds for which the Project results in no impact, as summarized in **Table ES-1**.

The evaluation of each of the alternatives follows the format described below:

- A description of the alternative.
- The environmental impacts of the alternative before and after implementation of reasonable mitigation measures for each environmental issue area analyzed in the Draft EIR.
- Environmental impacts of the alternative and the proposed Project are compared for each environmental issue area evaluated in Chapter 4, *Environmental Impact Analysis*.
 - If the alternative’s impact would be clearly substantially less adverse than the impact of the proposed Project, the comparative impact is described as “less.”
 - If the alternative’s impact would clearly be more adverse than the proposed Project, the comparative impact is described as “greater.”
 - Where the impacts of the alternative and the proposed Project would be roughly equivalent, the comparative impact is said to be “same.”

The evaluation also documents whether the alternative’s impact, when compared to the proposed Project, would be entirely avoided; whether a significant impact under the proposed Project could be reduced to a less than significant level under the alternative; or

whether a significant unavoidable impact under the alternative could be feasibly mitigated to a less than significant level.

- The comparative analysis of the impacts is followed by a general discussion of the extent to which the underlying purpose and project objectives would be attained by the alternative.

At the end of this section, the comparative impacts of the Project and the alternatives are summarized in **Table 5-1: Comparison of the Impacts of the Project Alternatives**, below. Pursuant to CEQA Guidelines Section 15126.6(e)(2) an Environmentally Superior Alternative is identified.

5.5.1 Alternative 1: No Build/No Project

Description of the Alternative

Pursuant to Section 15126.6(e)(3)(B) of the CEQA Guidelines, Alternative 1, the “No Build/No Project” Alternative, represents the circumstance under which the proposed project does not proceed. Under Alternative 1 it is assumed that the existing development on the Project site would remain as is and no new development would be implemented. As discussed in Chapter 2, *Project Description*, of this Draft EIR, the Project site is currently developed with an underutilized single-story office building and seven single-story industrial buildings. Limited areas of landscaping consisting of grass, shrubs, and trees are found in front of the office building facing Cherry Avenue. Excluding the existing buildings and landscaping, the remainder of the Project site is paved with asphalt and concrete pavement. Under Alternative 1, the Project site and existing facilities would remain unchanged.

Impact Analysis

Aesthetics

AES-4) New source of substantial light or glare.

As discussed in Section 4.2, *Aesthetics*, of this Draft EIR, the Project site is located in an urbanized area of the city of Long Beach, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

Sources of light originating from the proposed Project would be associated with project operations and would include parking lot lighting, security lights around the property, and indoor lighting that would not be visible to the surrounding area. The Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses. Light sources associated with the proposed Project would be consistent with existing sources of nighttime lighting in the area and the proposed Project would provide landscaping that at maturity would help reduce light and glare from the Project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Alternative 1: “No Build/No Project” would not introduce new sources of lighting that would result in a new source of substantial light or glare. Therefore, Alternative 1 would avoid the proposed Project’s less than significant light and glare impacts during Project operations. Impacts to

aesthetics associated with new sources of substantial light or glare would be “less” under Alternative 1 than the proposed Project.

Air Quality

- AQ-1a) *Conflict with or obstruct implementation of applicable air quality plan during construction.*
- AQ-1b) *Conflict with or obstruct implementation of applicable air quality plan during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, the proposed Project was evaluated for its potential to conflict with or obstruct implementation of an applicable air quality plan using the SCAQMD’s 1993 CEQA Handbook criteria for determining consistency with the AQMP. The proposed Project was evaluated against two consistency criteria:

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

The proposed Project is consistent with both criteria and impacts would be less than significant.

Under Alternative 1 there would be no construction or any other type of activity on the Project site and the existing land use would remain unchanged. Criterion 1 pertains to potential violations of the CAAQS and NAAQS. As Alternative 1 would involve no construction or operations, there would be no increase in emissions that would exceed regional significance thresholds for the CAAQS or NAAQS.

- AQ-2) *Cumulative increase in criteria pollutants/violation of air quality standards.*

As discussed in Section 4.4, *Air Quality*, growth projections from local general plans are provided to the SCAG and used to produce regional growth forecasts employed in developing future air quality forecasts for the AQMP. Accordingly, development consistent with the City of Long Beach General Plan is considered consistent with the AQMP. No new housing or population growth would occur under Alternative 1, nor would there be generation of new employment opportunities. Alternative 1 would be consistent with the current General Plan and would not exceed the assumptions in the AQMP.

Alternative 1 would be consistent with the SCAQMD’s consistency criteria. Therefore, Alternative 1 would avoid the proposed Project’s less than significant impacts. Impacts to air quality associated with conflicts with or obstruction of implementation of applicable air quality plan would be “less” under Alternative 1 than the proposed Project.

- AQ-2a) *Cumulatively considerable increase of criteria pollutant in nonattainment area during construction.*
- AQ-2b) *Cumulatively considerable increase of criteria pollutant in nonattainment area during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, construction and operation of the proposed Project would result in emissions of criteria pollutants; however, proposed Project construction emissions would not exceed any of the SCAQMD regional significance thresholds

for the CAAQS or NAAQS. Similarly, evaluation of the Tenant Use Options indicate that proposed Project operational emissions would not exceed SCAQMD regional emissions thresholds for the CAAQS or NAAQS. Therefore, construction and operational emissions would not result in a cumulative increase in criteria pollutants or a violation of air quality standards. Impacts to air quality associated with construction and operation of the proposed Project would be less than significant.

Alternative 1 would involve no construction nor operations that would generate emissions that would exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Accordingly, Alternative 1 would result in no impacts to air quality. Thus, impacts with regard to air quality thresholds would be “less” under Alternative 1 than the proposed Project.

- AQ-3a) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during construction.*
- AQ-3b) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during operations.*
- AQ-3c) *Carbon Monoxide Hotspots.*
- AQ-3d) *Toxic Air Contaminants during construction.*
- AQ-3e) *Toxic Air Contaminants during operation.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, SCAQMD localized significance thresholds would not be exceeded during either construction or operation of the proposed Project. In addition, proposed Project traffic would not create or result in a CO “hotspot.” While Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 and 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the proposed Project is not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Alternative 1 would involve no construction nor operations that would generate increased emissions at the Project Site compared to existing conditions. Accordingly, Alternative 1 would not result in increased exposure of sensitive receptors to pollutant concentrations. Thus, impacts would be “less” under Alternative 1 than the proposed Project.

- AQ-4) *Other emissions (such as those leading to odors).*

As discussed in Section 4.3, *Air Quality*, the proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the proposed Project would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction practices would minimize odors from construction and emissions would be temporary, short-term, and intermittent in nature. These odors would cease upon completion of construction. The Tenant Use Options addressed under the proposed Project do not include land uses typically associated with the emission of objectionable odors. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Proposed Project operations would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions leading to odors associated with construction and operation of the proposed Project would be less than significant.

Alternative 1 would involve no construction nor operations that would produce emissions such as those that would produce new or increased odors at the Project site compared to existing conditions. Accordingly, Alternative 1 would not generate odors. Thus, impacts would be “less” under Alternative 1 than the proposed Project.

Biological Resources

BIO-1) Adverse effect on any species identified as a candidate, sensitive, or special status species.

As discussed in Section 4.5, *Biological Resources*, two federally listed and two federal candidate species were identified as having potential to occur in the Project area. Similarly, nine State listed species of special concern with potential for occurrence in the Long Beach quadrangle were also identified. A biological resources survey and habitat assessment completed for the proposed Project characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed occurring in the Project area. The potential for finding these species in the vicinity of the Project site is very low. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations that would have an adverse effect on any species identified as a candidate, sensitive, or special status species. As such, Alternative 1 would avoid the Project’s less than significant impact related to adverse effect on any species identified as a candidate, sensitive, or special status species. Thus, impacts would be “less” under Alternative 1 than the proposed Project.

BIO-2) Adverse effect on any riparian habitat or other sensitive natural community.

As discussed in Section 4.5, *Biological Resources*, there are no wetlands or riparian habitats found on or near the proposed Project site. The nearest riparian environment is the Los Angeles River, located approximately 1.5 miles west of the Project site. Project construction would be limited to the Project site and would not affect the concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City’s stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Alternative 1 would involve no construction nor operations that would adversely affect riparian habitats or other sensitive natural communities and as there are no such habitats on the Project site. Alternative 1 would have no effect on stormwater that could have downstream effects on wetlands or riparian habitat. As such, Alternative 1 would avoid the Project’s less than significant impacts. Impacts would be “less” under Alternative 1 than the proposed Project.

BIO-5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As discussed in Section 4.5, *Biological Resources*, the Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs and 29 mature trees. Landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject

to the City's regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Alternative 1 would involve no construction nor operations that would result in removal any of the existing trees on the Project site. Thus, impacts would be "less" under Alternative 1 than the proposed Project.

Cultural Resources

CUL-2) Significance of an archaeological resource.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) prepared for the proposed Project indicates that prior to historic and modern development, the archaeological sensitivity of the Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development. Therefore, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during proposed Project implementation and would reduce impacts to archaeological resources to less than significant.

Alternative 1 would involve no construction nor operations that would result in site disturbance that could impact archaeological resources. As such, Alternative 1 would avoid the Project's less than significant impact (after mitigation) related to the potential of any impacts to archaeological resources. Thus, impacts would be "less" under Alternative 1 than the proposed Project.

CUL-3) Disturbance of human remains.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) indicates that the Project site has a low potential for intact surface or subsurface human remains due to the level of previous development. However, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains**, would provide a process for treatment of any human remains inadvertently discovered during Project implementation, including requiring a cessation of construction activity until the County coroner can evaluate the discovery and make the necessary findings. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Alternative 1 would involve no construction nor operations that would result in site disturbance that could affect human remains. As such, Alternative 1 would avoid the Project's less than significant impact (after mitigation) related to the potential to any impacts to human remains. Thus, impacts would be "less" under Alternative 1 when compared to the proposed Project.

Energy

ENG-1) Wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section 4.7, *Energy*, proposed Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region. Project

construction, including construction-related vehicle trips, would be temporary and would not require ongoing or permanent commitment of diesel fuel or gasoline resources for this purpose. Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. However, construction related electricity use would represent a minute percentage of overall demand during Project construction. Project construction would not result in inefficient wasteful, or unnecessary consumption of fuel or electricity.

Proposed Project operations would see vehicle fuel demand under all the Tenant Use Options. In addition, all Tenant Use Options would be anticipated to utilize a diesel-powered emergency fire pump. Tenant Use Option 5 would support cold storage uses and would be anticipated to require use of an additional diesel-powered emergency backup generator. All Tenant Use Options would include up to one diesel gas-powered cargo handling port tractor. The proposed Project would not use natural gas during operations. Project operations would consume electricity; however, 100 percent of electrical demand would be offset through use of rooftop solar power for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project would participate in community solar programs to offset energy demand not met through rooftop solar power. Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The proposed Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant.

Alternative 1 would involve no construction nor operations that would require new or increased energy use on the Project site and would not generate an increase in demand for energy compared to existing conditions. As such, Alternative 1 would avoid the proposed Project's less than significant energy consumption impacts during construction and operation. Thus, impacts with regard to energy consumption would be "less" under Alternative 1 when compared to the proposed Project.

ENG-2) Conflict with Plans for renewable energy or energy efficiency.

As discussed in Section 4.7, *Energy*, of this Draft EIR, the proposed Project would not conflict with any State or local plans for renewable energy or energy efficiency. The proposed Project would diversify its portfolio of energy sources by increasing energy from solar sources. One hundred percent of electrical demand would be offset for all Tenant Use Options through the use of rooftop solar power with the exception of Tenant Use Option 5 (High Cube Cold Storage), which would participate in community solar programs to offset energy demand not met through rooftop solar. The proposed Project would comply with applicable standards ensuring that Project-related energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, any impact would be less than significant.

Alternative 1 would involve no construction nor operations that would demand new or increased energy use on the Project site and would create no conflicts with plans for renewable energy or energy efficiency. As such, Alternative 1 would avoid the proposed Project's less than significant energy consumption impacts during construction and operation. Thus, impacts with regard to conflicts with energy plans would be "less" under Alternative 1 when compared to the proposed Project.

Geology and Soils

- GEO-1) Cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking.*

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within Southern California, which is a seismically active region, and potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map. Furthermore, the proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking. Additionally, the proposed Project's building design and construction must conform to the current seismic design provisions of the LBMC, which incorporates relevant provisions of the 2022 CBC. Therefore, development of the proposed Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations that would increase risk of loss, injury, or death involving rupture of a known earthquake fault or unstable seismic conditions. As such, Alternative 1 would avoid the Project's less than significant impacts during construction and operation. Thus, impacts would be "less" under Alternative 1 when compared to the proposed Project.

- GEO-2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.*

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project Site and surrounding area are located within a liquefaction zone. In the event of a liquefaction event, there is potential for damage to the proposed building. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation** and **Mitigation Measure GEO-2, Remedial Site Grading** would be required. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant.

Alternative 1 would involve no construction nor operations; therefore, it would have no potential to expose people or structures to potential substantial adverse effects involving seismic events. As such, Alternative 1 would avoid the Project's less than significant impacts (after mitigation) related to seismic-related events. Thus, impacts related to seismic-related ground failure including liquefaction would be "less" under Alternative 1 when compared to the proposed Project.

- GEO-4) Substantial Soil Erosion or the loss of topsoil.*

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However,

development of the proposed Project would require removal and replacement of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils with potential for erosion of these materials. Development of the proposed Project would require compliance with the requirements of the NPDES permit, including preparation of a SWPPP that would include BMPs that would reduce the potential for soil erosion. Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping, reducing the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Alternative 1 would involve no construction nor operations and there would be no potential for substantial soil erosion or the loss of topsoil. As such, Alternative 1 would avoid the proposed Project's less than significant impact. Thus, impacts related to soil erosion would be "less" under Alternative 1 when compared to the proposed Project.

GEO-5) Become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of **Mitigation Measure GEO-1** and **Mitigation Measure GEO-2** would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Alternative 1 would involve no construction nor operations; therefore, there would be no potential to expose people or structures to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As such, Alternative 1 would avoid the proposed Project's less than significant impact. Thus, impacts related lateral spreading, subsidence, liquefaction or collapse would be "less" when compared to the Project.

GEO-6) Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR the Geotechnical Investigation soil testing determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Alternative 1 would involve no construction nor operations; therefore, there would be no impacts associated with expansive soils. Thus, impacts related to expansive soils would be "less" under Alternative 1 when compared to the proposed Project.

GEO-8) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of the proposed Project would require remedial grading, there is potential for the discovery of unknown paleontological resources. With implementation of **Mitigation Measure GEO-3, Paleontological Monitoring**, impacts would be less than significant.

Alternative 1 would involve no construction nor operations; therefore, there would be no potential to destroy a unique paleontological resource. Thus, impacts related to paleontological resources would be “less” under Alternative 1 when compared to the proposed Project.

Greenhouse Gas Emissions

GHG-1) Generation of GHG emissions.

As discussed in Section 4.9, *Greenhouse Gas Emission*, of this Draft EIR, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project’s GHG-related impacts on the environment. Construction and operation of the proposed Project would generate GHG emissions; however, the proposed Project would be in conformance with the CAP. The impact would be less than significant.

Alternative 1 would involve no construction nor operations requiring new buildings; higher occupancy of the Project site, or other activity that would generate new GHG emissions. Accordingly, because Alternative 1 would involve no new construction or a change in GHG emission-producing activity over existing conditions, it would result in no GHG emission impacts. Thus, impacts associated with GHG emissions would be “less” under Alternative 1 when compared to the proposed Project.

GHG-2) Conflict with applicable plans, policies, regulations, or recommendations.

As discussed in Section 4.9, *Greenhouse Gas Emissions*, of this Draft EIR, the proposed Project would be consistent with the applicable statewide, regional, and local plans, policies, regulations, and recommendations to reduce GHG emissions from development. The impact would be less than significant.

Alternative 1 would involve no construction nor operations requiring new construction or other activity producing a change in GHG emissions, and thus would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHGs. As such, Alternative 1 would avoid the proposed Project’s less than significant impacts regarding conflicts with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Thus, impacts would be “less” under Alternative 1 when compared to the proposed Project.

Hazards and Hazardous Materials

HAZ-1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. However, compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP would reduce impacts to less than significant. Similarly, proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 1 would involve no construction nor operations on the Project site; therefore, it would not change the potential for the routine transport, use, or disposal of hazardous materials into the environment compared to existing conditions. As such, Alternative 1 would avoid the Project’s

less than significant impact. Thus, impacts would be “less” under Alternative 1 when compared to the proposed Project.

HAZ-2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, proposed Project construction would involve excavation of soils that may be impacted by hazardous materials. A SMP has been prepared for the proposed Project to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. The risk of a release of hazardous materials into the environment due to Project construction is less than significant. Proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 1 would involve no construction nor operations on the Project site; therefore, it would not change the potential for an accidental release of hazardous materials into the environment compared to existing conditions. Accordingly, Alternative 1 would have no impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Alternative 1 would avoid the proposed Project’s less than significant hazardous materials impact. Thus, impacts would be “less” under Alternative 1 when compared to the proposed Project.

HAZ-3) Emit hazards resulting from hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The proposed Project would include the construction of one speculative industrial building on land zoned for industrial use. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES Construction General Permit requirements. Project operations would likely involve use of typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Project operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would emit hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. Alternative 1 would avoid the proposed Project’s less than significant impact. Thus, impacts related to the release of hazardous materials or emissions near a school would be “less” under Alternative 1 when compared to the proposed Project.

HAZ-4) Located on a site which is included on a list of hazardous materials sites.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site. Proposed Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities on the Project site. Accordingly, the No Project Alternative would have no impact with regard to development occurring on a hazardous materials site. Thus, impacts related to the development on a hazardous materials site would be “less” under the Alternative 1 than the Project.

HAZ-7) Expose people or structures to a significant loss, injury, or death involving wildfires.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the Project site is located within an LRA, but is not within a VHFHSZ within the LRA. The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities on the Project site. Accordingly, Alternative 1 would not expose people or structures to a significant loss, injury, or death involving wildfires. Thus, impacts would be “less” under the Alternative 1 than the proposed Project.

Hydrology and Water Quality

HWQ-1) Violate any water quality standards or waste discharge requirements or degrade surface or ground water quality.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR activities associated with the construction of the proposed Project may require the use of water for dust mitigation. Construction activities for the proposed Project would require a NPDES Construction General Permit. Implementation of the proposed Project could introduce new sources of potential stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs and with LBMC Chapter 18.74, which requires the preparation of a LID plan. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities on the Project site. Accordingly, the No Project Alternative would have no impact with regard to water quality standards. Thus, impacts related to water quality standards would be “less” under the Alternative 1 than the proposed Project.

HWQ-3a) Alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. Furthermore, the proposed Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would alter the existing drainage pattern of the Project site or surrounding area. Accordingly, Alternative 1 would have no impact with regard to existing drainage pattern of the site or area. Thus, impacts related to water quality standards would be “less” under Alternative 1 than the proposed Project.

HWQ-3b) Alter existing drainage pattern of the site or area in a manner which would result in flooding on- or offsite.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the Project site is located within Zone X, which denotes an area of reduced flood risk due to a levee. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities on the Project site. Accordingly, Alternative 1 would have no impacts with regard to flooding. Thus, impacts related to flooding on- or offsite would be “less” under Alternative 1 than the proposed Project.

HWQ-3c) Alter existing drainage pattern of the site or area in a manner which would result in substantial additional sources of polluted runoff.

As discussed in Section 4.11 *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surface in a manner that would result in substantial additional sources of polluted runoff. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed Project would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would alter existing drainage patterns in a manner which would result in substantial additional sources of polluted runoff. Accordingly, Alternative 1 would have no impacts with regard to flooding. Thus, impacts related to polluted runoff would be “less” under Alternative 1 than the proposed Project.

HWQ-3d) Alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows.

As discussed in Section 4.11, *Hydrology and Water Quality*, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surfaces in a manner that would result in impediments to or redirection of flood flows. The proposed Project would not introduce new structures or surfaces that would substantially impede or redirect flood flows. Any impact would be less than significant.

Alternative 1 would not involve construction nor operations activities that would impede or redirect flood flows. Accordingly, Alternative 1 would have no impacts with regard to flood flows. Thus, impacts related to polluted runoff would be “less” under Alternative 1 than the proposed Project.

HWQ-4) Release pollutants due to project inundation.

As described in Section 4.11, *Hydrology and Water Quality*, the proposed Project is located approximately 6.25 miles north of the nearest the coastline. Per the State of California’s Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami. The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche. There is minimal risk of release of pollutants due to project inundation. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would risk the release of pollutants due to project inundation. Accordingly, Alternative 1 would have no impacts with regard to the release of pollutants due to project inundation. Thus, impacts related to the release of pollutants due to project inundation would be “less” under Alternative 1 than the proposed Project.

HWQ-5) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would comply with the City of Long Beach’s Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). Furthermore, the proposed Project would also be required to comply with LBMC Section 18.74, which requires the preparation of a LID plan. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would conflict with a water quality control plan or sustainable groundwater management plan. Accordingly, Alternative 1 would have no impacts with regard to the implementation of a water quality control plan or sustainable groundwater management plan. Thus, impacts related to conflicts or obstruction of a water quality control plan or sustainable groundwater management plan would be “less” under Alternative 1 than the proposed Project.

Land Use and Planning

LUP-2) Conflict with any land use plan, policy or regulation.

As described in Section 4.12, *Land Use and Planning*, of this Draft EIR the proposed Project would not conflict with any land use plan, policy, or regulation. The Project would be consistent with the Project site’s NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area. The

proposed Project would also be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

Alternative 1 would involve no construction nor operations activities that would conflict with any land use plan, policy, or regulation. Accordingly, Alternative 1 would have no impacts with regard to any land use plan, policy, or regulation. Thus, impacts related to conflicts with any land use plan, policy, or regulation would be “less” under Alternative 1 than the Project.

Noise

NOI-1a) Noise levels in excess of standards.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with Project construction would exceed applicable standards at noise sensitive receptor locations R4, R5, and R6. However, implementation of the following mitigation measures would reduce potential impacts associated with construction noise to less than significant (after mitigation):

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

As discussed in Section 4.14, *Noise*, of this Draft EIR, operational and operational traffic noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant.

Alternative 1 would involve no construction nor operations activities that would conflict with any noise standards. Accordingly, Alternative 1 would have no impacts with regard to noise. Thus, impacts related to conflicts with noise would be “less” under Alternative 1 than the Project.

NOI-1b) Noise levels in excess of standards – operations.

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As discussed in Section 4.14, *Noise*, in this Draft EIR, the Proposed Project operational noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations. To demonstrate compliance with local noise regulations, maximum noise levels from proposed Project operations were also calculated at nearby sensitive receiver locations. Proposed Project operational noise would not exceed the applicable noise level standards and peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Alternative 1 would involve no operational activities that would conflict with any noise standards. Accordingly, Alternative 1 would have no impacts with regard to noise. Thus, impacts related to conflicts with noise would be “less” under Alternative 1 than the Project.

NOI-1c) Noise levels in excess of standards – project truck operations.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with proposed Project operational traffic was analyzed for Tenant Use Option 1, representing a worst case scenario. The analysis indicates that Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. However, traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. Therefore, impacts from proposed Project truck operations noise would be less than significant.

Alternative 1 would involve no operational activities that would conflict with any noise standards. Accordingly, Alternative 1 would have no impacts with regard to noise. Thus, impacts related to conflicts with noise would be “less” under Alternative 1 than the Project.

NOI-2) Excessive groundborne vibration or groundborne noise levels.

As discussed in Section 4.14, *Noise*, of this draft EIR, construction activities at the Project site would have the potential to generate groundborne vibration. However, proposed Project construction-related vibration impacts would not exceed impact thresholds and impacts would be less than significant. Truck activity associated with proposed Project operations would produce ground-borne vibration; however, vibration impacts would not exceed impact thresholds and impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in vibration impacts. As such, Alternative 1 would avoid the Project’s less than significant structural vibration impacts to nearby buildings and human annoyance impacts to nearby vibration-sensitive receptor locations. Thus, impacts related to construction and operational vibration would be “less” under Alternative 1 than the Project.

Population and Housing

POP-1) 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).

As discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would induce substantial unplanned population growth. Accordingly, no impacts would occur. Thus, impacts related to inducement of unplanned population growth would be “less” under Alternative 1 than the proposed Project.

Public Services

PUB-1) Fire protection.

As discussed in Section 4.16, *Public Services- Fire Protection*, of this Draft EIR, proposed Project demand for fire protection and response during construction would be less than significant. The Project would be constructed pursuant to CFC requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities such as a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by the LBFD. Because the Project site is zoned for industrial development consistent with the proposed Project, it should be assumed that impacts to fire protection services as a result of the proposed Project are considered as part of the General Plan Land Use Element/Urban Design Element Environmental Impact Report analysis. Therefore, the Project would not create an unforeseen demand on fire protection services. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in an increase demand for fire protection services. As such, Alternative 1 would avoid the proposed Project's less than significant impact related to fire protection services and no impacts would occur. Thus, impacts related to fire protection services would be "less" under Alternative 1 than the proposed Project.

PUB-2) Police services.

As discussed in Section 4.16, *Public Services – Police Protection*, of this Draft EIR, Police facilities and services are provided by the LBPD. The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPD due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in a population gain that would increase demand, therefore, it would have no impact related to police protection services. As such, Alternative 1 would avoid the proposed Project's less than significant impact related to police protection services. Thus, impacts related to police protection would be "less" under Alternative 1 than the proposed Project.

PUB-3) Schools.

As discussed in Section 4.16, *Public Services - Schools*, of this Draft EIR, the proposed Project would develop a new industrial building and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the city and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial,

unplanned population growth. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in population gain; therefore, it would have no impact related to schools. As such, Alternative 1 would avoid the proposed Project's less than significant impact related to schools. Thus, impacts related to schools would be "less" under Alternative 1 than the proposed Project.

PUB-4) Parks.

As discussed in Section 4.16, *Public Services – Parks*, of this Draft EIR, there are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.14, *Population and Housing*, of this Draft EIR, it is anticipated that future employees would reside within the city and immediately surrounding area. The proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Alternative 1 would involve no construction or operations activities that would increase future employment within the City and immediately surrounding area; therefore, it would have no impact related to parks. As such, Alternative 1 would avoid the proposed Project's less than significant impact related to schools. Thus, impacts related to schools would be "less" under Alternative 1 than the proposed Project.

PUB-5) Other services.

As discussed in Section 4.16, *Public Services - Other Services*, of this Draft EIR, the closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the city and immediately surrounding area. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in construction or unplanned population growth; therefore, no impacts would occur in regard to other services. Thus, impacts related to other services would be "less" under Alternative 1 than the proposed Project.

Recreation

REC-1) Increase the use of existing neighborhood and regional parks or other recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the city and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an

existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

Alternative 1 would involve no construction or operations activities that would increase population or employment within the City and surrounding area. As such, Alternative 1 would have no impact on neighborhood and regional parks and would avoid the proposed Project's less than significant impacts. Thus, impacts related to neighborhood and regional parks would be "less" under Alternative 1 than the proposed Project.

REC-2) Construction or expansion of recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. Therefore, the proposed Project, including all Tenant Use Options, would not require the construction of new or expansion of existing recreational facilities that would result in an adverse physical effect on the environment. Any impact would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in construction or expansion of existing recreational facilities; therefore, it would have no impact related to expansion of recreational facilities. As such, Alternative 1 would avoid the proposed Project's less than significant impacts related to recreational facilities. Thus, impacts related to recreational facilities would be "less" under Alternative 1 than the proposed Project.

Transportation

TRA-1) Conflict with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities, including transit, bicycle, and pedestrian facilities. Accordingly, Project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similarly, project operations would not affect or alter off-site transportation facilities. As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would involve any new development, and as such, would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, including those in the Bicycle Master Plan Complete Vision Network and the City of Long Beach General Plan. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's less than significant impact related to such potential conflicts. Thus, impacts related to potential conflicts with any such programs, plans, ordinances, or policies would be "less" under Alternative 1 than the proposed Project.

TRA-2) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

As discussed in Section 4.18, *Transportation*, of this Draft EIR, none of the Tenant Use Options would exceed the VMT threshold. Therefore, impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would result in an increase in VMT. Alternative 1 would have no new development and would not result in impacts in regard to VMT. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's

less than significant impact related to such potential conflicts. Thus, impacts related to VMT would be “less” under Alternative 1 than the proposed Project.

TRA-3) Design hazards.

As discussed in Section 4.8, *Transportation*, of this Draft EIR, the Project would not substantially increase hazards or conflicts due to a geometric design feature or incompatible land use. The Project proposes site access via two driveways on Cherry Avenue. The proposed Project driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. All circulation improvements would be constructed as approved by the City’s Public Works Department. Project construction traffic would be subject to a construction TMP that would limit potential traffic impacts. Accordingly, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use and impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would include any new development, and thus, would not include any new improvements in and around the Project site and no changes to existing conditions. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project’s less than significant impact related to such potential conflicts. Thus, impacts related to potential conflicts with any such programs, plans, ordinances or policies addressing hazards due to a geometric design feature or incompatible land use would be “less” under Alternative 1 than the proposed Project.

TRA-4) Emergency access.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not result in inadequate emergency access during construction and operations. The proposed driveways on Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City’s design standards and subject to review by LBFD. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Alternative 1 would involve no construction or operations activities that would change any existing conditions that would affect emergency access. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project’s less than significant impact related to emergency access. Thus, impacts related to emergency access would be “less” under Alternative 1 than the proposed Project.

Utilities and Service Systems

UT-1) 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.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts associated with both construction and operation of the proposed Project would be less than significant.

Alternative 1 would involve no construction or operations activities that would involve any new development, and thus would not include any construction of new or expanded water, wastewater

treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's less than significant impact related to relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities. Thus, impacts related utilities and service systems would be "less" under Alternative 1 than the proposed Project.

UT-2) Sufficient water supplies available to serve the project and reasonably foreseeable future development.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the LBWD has indicated that it can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Alternative 1 would involve no construction or operational activities that would involve any new development, and thus would not result in increased water demand. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's less than significant impact related to water supplies. Thus, impacts related to water supplies would be "less" under the Alternative 1 than the Project.

UT-3) Wastewater provider inadequate capacity to serve projected demand.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the proposed Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Alternative 1 would involve no construction or operational activities that would involve any new development, and thus would not result in increased wastewater treatment. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's less than significant impact related to wastewater treatment. Thus, impacts related to wastewater would be "less" under Alternative 1 than the proposed Project.

UT-4) Generate solid waste in excess of State and local standards.

UT-5) Comply with federal, state, and local management, and reduction statues and regulations related to solid waste.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Alternative 1 would involve no construction or operations activities that would involve any development and thus would not generate solid waste in excess of state and local standards. Accordingly, Alternative 1 would have no impact and would avoid the proposed Project's less than significant impact related to solid waste. Thus, impacts related to solid waste would be "less" under Alternative 1 than the proposed Project.

Relationship of the Alternative to the Project Objectives

As described above, Alternative 1 assumes that no new development would occur on the Project site. The existing buildings would remain underutilized similar to existing conditions. As the No Project alternative would not include a development program, the Alternative 1 would not meet any of the objectives of the proposed Project.

5.5.2 Alternative 2: Adaptive Reuse of Existing Building – Industrial

Description of the Alternative

Alternative 2: Adaptive Reuse of Existing Main Building – Industrial, would adapt the existing main building to accommodate new industrial uses. This would be accomplished through renovation and reuse of the existing main building as well as development of a new light-industrial building that would integrate with the existing main building. Construction of Alternative 2 would keep part or all of the main building and the new building would be a tilt-up industrial building located to the east of the existing main office building. Development of Alternative 2 would be more selective and less intensive than the proposed Project, which would remove all existing structures, including the impermeable surfaces that cover the majority of the Project site. Accordingly, Alternative 2 would require removal of less debris than the proposed Project.

Environmental Impacts

Aesthetics

AES-4) New source of substantial light or glare.

As discussed in Section 4.2, *Aesthetics*, of this Draft EIR, the Project site is located in an urbanized area of the city of Long Beach, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

Sources of light originating from the proposed Project would be associated with project operations and would include parking lot lighting, security lights around the property, and indoor lighting that would not be visible to the surrounding area. The Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses. Light sources associated with the proposed Project would be consistent with existing sources of nighttime lighting in the area and the proposed Project would provide landscaping that at maturity would help reduce light and glare from the Project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Alternative 2 would adaptively reuse the existing main building for industrial purposes and would introduce new sources of lighting that could produce substantial light or glare. Similar to the proposed Project, Alternative 2 would install various exterior lights on and around the buildings and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses. As such, Alternative 2 would be similar to the proposed Project's less than significant light and glare impacts during Project operations. Thus, impacts to aesthetics would be the "same" under Alternative 2 than with the proposed Project.

Air Quality

- AQ-1a) *Conflict with or obstruct implementation of applicable air quality plan during construction.*
- AQ-1b) *Conflict with or obstruct implementation of applicable air quality plan during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, the proposed Project was evaluated for its potential to conflict with or obstruct implementation of an applicable air quality plan using the SCAQMD's 1993 CEQA Handbook criteria for determining consistency with the AQMP. The proposed Project was evaluated against two consistency criteria:

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

The proposed Project is consistent with both criteria and impacts would be less than significant.

Alternative 2 would adaptively reuse the existing main building for industrial purposes. Criterion 1 pertains to potential violations of the CAAQS and NAAQS. Emissions under Alternative 2 would be similar to those produced by the proposed Project and there would be no increase in emissions that would exceed regional significance thresholds for the CAAQS or NAAQS. Impacts to air quality associated with conflicts with or obstruction of implementation of applicable air quality plan would be the "same" under Alternative 2 than the proposed Project.

As discussed in Section 4.4 *Impact Analysis*, growth projections from local general plans are provided to the SCAG and used to produce regional growth forecasts employed in developing future air quality forecasts for the AQMP. Accordingly, development consistent with the City of Long Beach General Plan is considered consistent with the AQMP. No new housing or population growth would occur under Alternative 2, nor would generation of new employment opportunities be sufficiently large enough to exceed current growth forecasts. Alternative 2 would be consistent with the current General Plan and would not exceed the assumptions in the AQMP.

Alternative 2 would not exceed SCAQMD's consistency criteria and would not conflict with or obstruct and applicable air quality plan. Therefore, Alternative 2 would have similar impacts as those produced under the proposed Project during Project construction and less impacts under operation. Thus, impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 2 for Project construction and "less" under Project operation.

- AQ-2a) *Cumulatively considerable increase of criteria pollutant in nonattainment area during construction.*
- AQ-2b) *Cumulatively considerable increase of criteria pollutant in nonattainment area during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, construction and operation of the proposed Project would result in emissions of criteria pollutants; however, proposed Project construction emissions would not exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Similarly, evaluation of the Tenant Use Options indicate that proposed

Project operational emissions would not exceed SCAQMD regional emissions thresholds for the CAAQS or NAAQS. Therefore, construction and operational emissions would not result in a cumulative increase in criteria pollutants or a violation of air quality standards. Impacts to air quality associated with construction and operation of the proposed Project would be less than significant.

Alternative 2 would involve a similar amount of construction as the proposed Project and would not exceed SCAQMD's consistency criteria. Therefore, Alternative 2 would not conflict with or obstruct applicable air quality plan. Alternative 2 would have similar impacts as those produced under the proposed Project under construction of the Alternative and less impacts during operation of the Alternative. Impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 2 for construction and "less" for operation.

- AQ-3a) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during construction.*
- AQ-3b) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during operations.*
- AQ-3c) *Carbon Monoxide Hotspots.*
- AQ-3d) *Toxic Air Contaminants during construction.*
- AQ-3e) *Toxic Air Contaminants during operation.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, SCAQMD localized significance thresholds would not be exceeded during either construction or operation of the proposed Project. In addition, proposed Project traffic would not create or result in a CO "hotspot." While Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 and 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the proposed Project is not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would generate emissions of pollutants at similar levels as those produced by the proposed Project during both construction and less during operation. Therefore, impacts would be less than significant. Impacts would be the "same" under Project construction and "less" during Project operation.

- AQ-4) *Other emissions (such as those leading to odors).*

As discussed in Section 4.4, *Air Quality*, the proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the proposed Project would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction practices would minimize odors from construction and emissions would be temporary, short-term, and intermittent in nature. These odors would cease upon completion of construction. The Tenant Use Options addressed under the proposed Project do not include land uses typically associated with the emission of objectionable odors. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Proposed Project operations would also be required to comply with SCAQMD Rule 402 to prevent

occurrences of public nuisances. Therefore, odors and other emissions leading to odors associated with construction and operation of the proposed Project would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Similar to the proposed Project, Alternative 2 construction could temporarily result in potential odors associated with construction equipment usage and the application of asphalt and architectural coating. Alternative 2 operations could result in odors associated with refuse stored in covered containers, similar to the proposed Project. However, operations under Alternative 2 would be required to adhere to the same regulatory requirements pertaining to odors as the proposed Project. Thus, Under Alternative 2, impacts with regard to other emissions such as odors would be the “same” as under the proposed Project.

Biological Resources

BIO-1) Adverse effect on any species identified as a candidate, sensitive, or special status species.

As discussed in Section 4.5, *Biological Resources*, two federally listed and two federal candidate species were identified as having potential to occur in the Project area. Similarly, nine State listed species of special concern with potential for occurrence in the Long Beach quadrangle were also identified. A biological resources survey and habitat assessment completed for the proposed Project characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed occurring in the Project area. The potential for finding these species in the vicinity of the Project site is very low. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would not have a substantial adverse effect on any species. The biological resources survey prepared for the proposed Project observed no listed or special status species on the Project site. Accordingly, Alternative 2, similar to the proposed Project, would not have adverse effects to species. Impacts would be less than significant and would be the “same” as under the proposed Project.

BIO-2) Adverse effect on any riparian habitat or other sensitive natural community.

As discussed in Section 4.5, *Biological Resources*, there are no wetlands or riparian habitats found on or near the proposed Project site. The nearest riparian environment is the Los Angeles River, located approximately 1.5 miles west of the Project site. Project construction would be limited to the Project site and would not affect the concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City’s stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Alternative 2 would not adversely affect riparian habitats or other sensitive natural communities and as there are no such habitats on the Project site. Therefore, impacts to riparian habitat or other sensitive natural communities would be less than significant under Alternative 2 and would be the “same” as under the proposed Project.

BIO-5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As discussed in Section 4.5, *Biological Resources*, the Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs and 29 mature trees. Landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject to the City's regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use, which may include removal and replacement of some or all of the existing landscaping. Regardless, this activity would not conflict with any local policies or ordinances protecting biological resources such as trees. Therefore, impacts involving conflict with policies protecting biological resources would be less than significant under Alternative 2 and would be the "same" as under the proposed Project.

Cultural Resources

CUL-2) Significance of an archaeological resource.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) prepared for the proposed Project indicates that prior to historic and modern development, the archaeological sensitivity of the Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development. Therefore, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during proposed Project implementation and would reduce impacts to archaeological resources to less than significant.

Alternative 2 may require upgrading utilities such as electrical, water, sewer, gas, and other services that might result in ground disturbance and inadvertent archaeological discovery. However, as Alternative 2 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 2 would employ Mitigation Measure CUL-1 in the event of an inadvertent discovery of archaeological resources. Accordingly, impacts to archaeological resources under Alternative 2 would be less than significant and would be the "same" (with mitigation) as the proposed Project.

CUL-3) Disturbance of human remains.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) indicates that the Project site has a low potential for intact surface or subsurface human remains due to the level of previous development. However, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains**, would provide a process for treatment of any human remains inadvertently discovered

during Project implementation, including requiring a cessation of construction activity until the County coroner can evaluate the discovery and make the necessary findings. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Alternative 2 may require upgrading utilities such as electrical, water, sewer, gas, and other services that might result in ground disturbance and inadvertent discovery of human remains. However, as Alternative 2 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 2 would employ Mitigation Measure CUL-2 in the event of an inadvertent discovery of human remains. Accordingly, impacts to archaeological resources under Alternative 2 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

Energy

ENG-1) Wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section 4.7, *Energy*, proposed Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region. Project construction, including construction-related vehicle trips, would be temporary and would not require ongoing or permanent commitment of diesel fuel or gasoline resources for this purpose. Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. However, construction related electricity use would represent a minute percentage of overall demand during Project construction. Project construction would not result in inefficient, wasteful, or unnecessary consumption of fuel or electricity.

Proposed Project operations would see vehicle fuel demand under all the Tenant Use Options. In addition, all Tenant Use Options would be anticipated to utilize a diesel-powered emergency fire pump. Tenant Use Option 5 would support cold storage uses and would be anticipated to require use of an additional diesel-powered emergency backup generator. All Tenant Use Options would include up to one diesel gas-powered cargo handling port tractor. The proposed Project would not use natural gas during operations. Project operations would consume electricity; however, 100 percent of electrical demand would be offset through use of rooftop solar power for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project would participate in community solar programs to offset energy demand not met through rooftop solar power. Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The proposed Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would result in consumption of energy during both construction and operations. As Alternative 2 would have a smaller overall scope than the proposed Project, Alternative 2 would use less energy during both construction and operations than the proposed Project. Alternative 2 would not result in inefficient, wasteful, or unnecessary consumption of energy resources and would have less than significant impacts to energy. Impacts to energy resources under Alternative 2 would be “less” than the proposed Project.

ENG-2) Conflict with Plans for renewable energy or energy efficiency.

As discussed in Section 4.7, *Energy*, of this Draft EIR, the proposed Project would not conflict with any State or local plans for renewable energy or energy efficiency. The proposed Project would diversify its portfolio of energy sources by increasing energy from solar sources. One hundred percent of electrical demand would be offset for all Tenant Use Options through the use of rooftop solar power with the exception of Tenant Use Option 5 (High Cube Cold Storage), which would participate in community solar programs to offset energy demand not met through rooftop solar. The proposed Project would comply with applicable standards ensuring that Project-related energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, any impact would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing buildings for industrial use. As with the proposed Project, Alternative 2 would comply with all applicable energy standards and would not conflict with plans for renewable energy or energy efficiency. As such, Alternative 2 would not conflict with State or local renewable energy or energy efficiency plans and impacts would be less than significant. The impact would be the “same” as the proposed Project.

Geology and Soils

GEO-1) Cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within Southern California, which is a seismically active region, and potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map. Furthermore, the proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking. Additionally, the proposed Project’s building design and construction must conform to the current seismic design provisions of the LBMC, which incorporates relevant provisions of the 2022 CBC. Therefore, development of the proposed Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use, including compliance with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC. As such, Alternative 2 would have a less than significant impact with regard to strong seismic ground shaking during construction and operation. Impacts would be the “same” as the proposed Project.

GEO-2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project Site and surrounding area are located within a liquefaction zone. In the event of a liquefaction event, there is potential

for damage to the proposed building. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation** and **Mitigation Measure GEO-2, Remedial Site Grading** would be required. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant.

Alternative 2 would comply with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. However, as Alternative 2 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 2 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts associated with seismic-related ground failure including liquefaction under Alternative 2 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-4) Substantial soil erosion or the loss of topsoil.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However, development of the proposed Project would require removal and replacement of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils with potential for erosion of these materials. Development of the proposed Project would require compliance with the requirements of the NPDES permit, including preparation of a SWPPP that would include BMPs that would reduce the potential for soil erosion. Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping, reducing the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Alternative 2 would require removal and replacement of impervious surface to the same degree as the proposed Project. As such, Alternative 2 would have less than significant impacts in regard to soil erosion or loss of topsoil. Impacts would be the “same” as the proposed Project.

GEO-5) Become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of Mitigation Measure GEO-1 and Mitigation Measure GEO-2 would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Alternative 2 would comply with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. However, as Alternative 2 does not require the demolition and removal

of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 2 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts under Alternative 2 associated with unstable soils would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-6) Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Geotechnical Investigation prepared for the proposed Project determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Similar to the proposed Project, Alternative 2 would adaptively reuse buildings on a site with low-to-non-expansive soils. Therefore, impacts from expansive soils are less than significant. Accordingly, impacts under Alternative 2 associated with expansive soils would be less than significant and would be the “same” as the proposed Project.

GEO-8) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of the proposed Project would require remedial grading, there is potential for the discovery of unknown paleontological resources. With implementation of **Mitigation Measure GEO-3, Paleontological Monitoring**, impacts would be less than significant.

Alternative 2 does not require the demolition and removal of the existing main building and the area of ground disturbance would not be as large as that for the proposed Project. However, similar to the proposed Project, there is potential for the discovery of unknown paleontological resources. Alternative 2 would employ Mitigation Measure GEO-3. Compliance Mitigation Measure GEO-3 would reduce impacts to less than significant. Accordingly, impacts under Alternative 2 would be the “same” (with mitigation) as the proposed Project.

Greenhouse Gas Emissions

GHG-1) Generation of GHG emissions.

As discussed in Section 4.9, *Greenhouse Gas Emission*, of this Draft EIR, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project’s GHG-related impacts on the environment. Construction and operation of the proposed Project would generate GHG emissions; however, the proposed Project would be in conformance with the CAP. The impact would be less than significant.

Alternative 2 would generate GHG emissions during construction and operations of the Project Site. However, due to its smaller scope, Alternative 2 would generate fewer emissions than the proposed Project, and impacts would be less than significant. Accordingly, impacts under Alternative 2 would be “less” than the proposed Project.

GHG-2) Conflict with applicable plans, policies, regulations, or recommendations.

As discussed in Section 4.9, *Greenhouse Gas Emissions*, of this Draft EIR, the proposed Project would be consistent with the applicable statewide, regional, and local plans, policies, regulations, and recommendations to reduce GHG emissions from development. The impact would be less than significant.

Similar to the proposed Project, Alternative 2 would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHGs and impacts would be less than significant. Accordingly, impacts under Alternative 2 would be the “same” as the proposed Project.

Hazards and Hazardous Materials

HAZ-1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. However, compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP would reduce impacts to less than significant. Similarly, proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Similar to the proposed Project, Alternative 2 would have the potential for the routine transport, use, or disposal of hazardous materials during construction and operations. However, construction under Alternative 2 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to the routine transport, use, and disposal of hazardous materials under Alternative 2 would be less than significant and would be the “same” as the proposed Project.

HAZ-2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, proposed Project construction would involve excavation of soils that may be impacted by hazardous materials. A SMP has been prepared for the proposed Project to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. The risk of a release of hazardous materials into the environment due to Project construction is less than significant. Proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. The potential for an accidental release of hazardous materials into the environment would be similar

to that for the proposed Project. Accordingly, because Alternative 2 would renovate existing buildings, impacts would be less than significant. As such, the Alternative 2 would have similar less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HAZ-3) Emit hazards resulting from hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The proposed Project would include the construction of one speculative light-industrial building on land zoned for industrial use. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES Construction General Permit requirements. Project operations would likely involve use of typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Project operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Similar to the proposed Project, Alternative 2 would involve typical hazardous materials during Project construction and operations. However, construction under Alternative 2 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to hazardous materials within one-quarter mile of a school would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

HAZ-4) Located on a site which is included on a list of hazardous materials sites.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site. Proposed Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Like the proposed Project, Alternative 2 is not located on a site that is included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List), and would not include listings for the West Hynes site to the north. Accordingly, construction of Alternative 2 would not create a significant hazard to the public or the environment and impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

HAZ-7) Expose people or structures to a significant loss, injury, or death involving wildfires.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the Project site is located within an LRA, but is not within a VHFHSZ within the LRA. The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce

potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Like the proposed Project, Alternative 2 would comply with the current provisions and standards of the CFC and fire protection would be provided by the LBFD. Accordingly, Alternative 2 would have less than significant impacts with regard to fire protection demands. Impacts under Alternative 2 would be the “same” as the proposed Project.

Hydrology and Water Quality

HWQ-1) Violate any water quality standards or waste discharge requirements or degrade surface or ground water quality.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR activities associated with the construction of the proposed Project may require the use of water for dust mitigation. Construction activities for the proposed Project would require a NPDES Construction General Permit. Implementation of the proposed Project could introduce new sources of potential stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs and with LBMC Chapter 18.74, which requires the preparation of a LID plan. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 2 would have less than significant impacts with regard to water quality standards. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-3a) Alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. Furthermore, the proposed Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site, nor would it result in substantial erosion or siltation on- or off-site. Accordingly, Alternative 2 would have less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-3b) Alter existing drainage pattern of the site or area in a manner which would result in flooding on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the Project site is located within Zone X, which denotes an area of reduced flood risk due to a levee. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would result in flooding on- or off-site. Accordingly, Alternative 2 would have less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-3c) Alter existing drainage pattern of the site or area in a manner which would result in substantial additional sources of polluted runoff.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial additional sources of polluted runoff. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed Project would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, Alternative 2 would have less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-3d) Alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows.

As discussed in Section 4.11, *Hydrology and Water Quality*, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surfaces in a manner that would result in impediments to or redirection of flood flows. The proposed Project would not introduce new structures or surfaces that would substantially impede or redirect flood flows. Any impact would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would impede or redirect flood flows. Accordingly, Alternative 2 would have less

than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-4) Release pollutants due to project inundation.

As described in Section 4.11, *Hydrology and Water Quality*, the proposed Project is located approximately 6.25 miles north of the nearest the coastline. Per the State of California’s Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami. The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche. There is minimal risk of release of pollutants due to project inundation. Impacts would be less than significant.

Similar to the proposed Project, Alternative 2 is not in a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to inundation. Accordingly, Alternative 2 would have less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

HWQ-5) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would comply with the City of Long Beach’s Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). Furthermore, the proposed Project would also be required to comply with LBMC Section 18.74, which requires the preparation of a LID plan. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 2 would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

Land Use and Planning

LUP-2) Conflict with any land use plan, policy or regulation.

As described in Section 4.12, *Land Use and Planning*, of this Draft EIR the proposed Project would not conflict with any land use plan, policy, or regulation. The Project would be consistent with the Project site’s NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area. The proposed Project would also be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use that like the proposed Project, would be consistent with the City’s General Plan, zoning code, and other applicable land use plans, policies, or regulations. Accordingly, Alternative 2 would have less than significant impacts. Impacts under Alternative 2 would be the “same” as the proposed Project.

Noise

NOI-1a) Noise levels in excess of standards – construction.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with Project construction would exceed applicable standards at noise sensitive receptor locations R4, R5, and R6. However, implementation of the following mitigation measures would reduce potential impacts associated with construction noise to less than significant (after mitigation):

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

As discussed in Section 4.14, *Noise*, of this Draft EIR, operational and operational traffic noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Although Alternative 2 would require some excavation similar to the proposed Project, construction would be primarily focused on renovation of the existing buildings and construction activity would be more selective and less intense. Regardless, Alternative 2 would employ Mitigation Measures NOI-1 through NOI-8. Implementation of Mitigation Measures NOI-1 through NOI-8 would reduce impacts to less than significant (with mitigation). Impacts under Alternative 2 would be the “same” as the proposed Project.

NOI-1b) Noise levels in excess of standards – operations.

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As discussed in Section 4.14, *Noise*, in this Draft EIR, the Proposed Project operational noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations. To demonstrate compliance with local noise regulations, maximum noise levels from proposed Project operations were also calculated at nearby sensitive receiver locations. Proposed Project operational noise would not exceed the applicable noise level standards and peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. The overall footprint of the project under Alternative 2 would be smaller in size than the proposed Project. Accordingly, Project operations at the renovated facility developed under Alternative 2 would be anticipated to be less intensive than the proposed Project and noise impacts would be less than significant. Accordingly, impacts under Alternative 2 would be “less” than the proposed Project.

NOI-1c) Noise levels in excess of standards – project truck operations.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with proposed Project operational traffic was analyzed for Tenant Use Option 1, representing a worst case scenario. The analysis indicates that Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. However, traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. Therefore, impacts from proposed Project truck operations noise would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing buildings for industrial use. The repurposed buildings would potentially host the same Tenant Use Options evaluated for the proposed Project. Accordingly, the same amount of operational traffic would be anticipated and impacts from truck operations noise would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

NOI-2) Excessive groundborne vibration or groundborne noise levels.

As discussed in Section 4.14, *Noise*, of this draft EIR, construction activities at the Project Site have the potential to generate groundborne vibration. However, proposed Project construction-related vibration impacts would not exceed impact thresholds and impacts would be less than significant. Truck activity associated with proposed Project operations would produce groundborne vibration; however, vibration impacts would not exceed impact thresholds and impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use. Construction would be primarily focused on renovation of the existing buildings and construction activity would be more selective and less intense. Accordingly, Alternative 2 would have less significant structural vibration impacts to nearby buildings and human annoyance impacts to nearby vibration-sensitive receptor locations in comparison to the proposed Project. The repurposed buildings would potentially host the same Tenant Use Options evaluated for the proposed Project. Accordingly, the same amount of operational traffic would be anticipated. Alternative 2 would result in truck activity which would not result in excessive ground-borne vibrations in excess of that produced by the proposed Project. Therefore, vibration impacts associated with construction and operations under Alternative 2 would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

Population and Housing

POP-1) 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)

As discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Alternative 2 would utilize construction workers and future employees from the same labor source as the proposed Project and it is anticipated that these workers would reside within the city and surrounding area, and commute to work. Similar to the proposed Project, Alternative 2 would not induce substantial population growth through the extension of roads or other infrastructure. Accordingly, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

Public Services

PUB-1) Fire protection.

As discussed in Section 4.16, *Public Services - Fire Protection*, of this Draft EIR, proposed Project demand for fire protection and response during construction would be less than significant. The Project would be constructed pursuant to CFC requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities such as a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by the Lbfd. Because the Project site is zoned for industrial development consistent with the proposed Project, it should be assumed that impacts to fire protection services as a result of the proposed Project are considered as part of the General Plan Land Use Element/Urban Design Element Environmental Impact Report analysis. Therefore, the Project would not create an unforeseen demand on fire protection services. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would result in the same level of demand on fire protection services during construction and operations as the proposed Project. Alternative 2 would not result in an increase demand for fire protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

PUB-2) Police services.

As discussed in Section 4.16, *Public Services – Police Protection*, of this Draft EIR, Police facilities and services are provided by the LBPD. The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPD due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and demand on police services during construction and operations would be similar to the proposed Project. The effect on the existing ratio of police officers to residents and resulting nominal increase on the demand for police protection services would be similar to that under the proposed Project. Alternative 2 would not result in an increase demand for police protection services.

Accordingly, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed–Project.

PUB-3) Schools.

As discussed in Section 4.16, *Public Services - Schools*, of this Draft EIR, the proposed Project would develop a new industrial building and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the city and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Similar to the proposed Project, Alternative 2 would not require development of new housing resulting in population gain. The effect on schools would be similar to that under the proposed Project. Alternative 2 would not result in an increase demand for school services. Accordingly, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

PUB-4) Parks.

As discussed in Section 4.16, *Public Services – Parks*, of this Draft EIR, there are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that future employees would reside within the city and immediately surrounding area. The proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Similar to the proposed Project, Alternative 2 would not require development of new housing resulting in population gain that would place increased demand on parks. The effect on parks would be similar to that under the proposed Project. Accordingly, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

PUB-5) Other services.

As discussed in Section 4.16, *Public Services - Other Services*, of this Draft EIR, the closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.14, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the city and immediately surrounding area. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Alternative 2 would not result in unplanned population growth that would see an increase in demand on other services such as libraries. Impacts to other services under Alternative 2 would be similar to the proposed Project. Therefore, impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

Recreation

REC-1) Increase the use of existing neighborhood and regional parks or other recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the city and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would not result in unplanned population growth. Impacts to recreational facilities under Alternative 2 would be similar to the proposed Project. As such, Alternative 2 would have less than significant impacts on neighborhood and regional parks. Impacts under Alternative 2 would be the “same” as the proposed Project.

REC-2) Construction or expansion of recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. Therefore, the proposed Project, including all Tenant Use Options, would not require the construction of new or expansion of existing recreational facilities that would result in an adverse physical effect on the environment. Any impact would be less than significant.

Alternative 2 would involve the adaptive reuse of the existing main building for industrial use and would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts to recreational facilities under Alternative 2 would be similar to the proposed Project. As such, Alternative 2 would have less than significant impacts on recreational facilities. Impacts under Alternative 2 would be the “same” as the proposed Project.

Transportation

TRA-1) Conflict with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities, including transit, bicycle, and pedestrian facilities. Accordingly, Project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similarly, project operations would not affect or alter off-site transportation facilities. As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Similar to the proposed Project, construction and operations under Alternative 2 would be limited to the Project site and would not affect off-site transportation facilities. Accordingly, impacts related to potential conflicts with programs, plans, ordinances or policies addressing the circulation system would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

TRA-2) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

As discussed in Section 4.18, *Transportation*, of this Draft EIR, all of the Tenant Use Options considered for the proposed Project would exceed a VMT threshold. Therefore, impacts would be significant and unavoidable. Implementation of mitigation would not reduce this impact below the threshold of significance and impacts would remain significant and unavoidable.

Alternative 2 would consider the same Tenant Use Options as the proposed Project. Accordingly, VMT impacts would be similar, significant and unavoidable. Impacts under Alternative 2 would be the “same” as the proposed Project.

TRA-3) Design hazards.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not substantially increase hazards or conflicts due to a geometric design feature or incompatible land use. The Project proposes site access via two driveways on Cherry Avenue. The proposed Project driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. All circulation improvements would be constructed as approved by the City’s Public Works Department. Project construction traffic would be subject to a construction TMP that would limit potential traffic impacts. Accordingly, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use and impacts would be less than significant.

Access to the Project site would be similar under Alternative 2 as under the proposed Project. Construction traffic would be managed with a TMP and driveways and internal drive aisles would be constructed pursuant to City’s design standards, subject to review by the LBFD, and require approval by the City’s Public Works Department. Accordingly, impacts under Alternative 2 would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

TRA-4) Emergency access.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not result in inadequate emergency access during construction and operations. The proposed driveways on Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City’s design standards and subject to review by LBFD. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Emergency access to the Project site would be similar under Alternative 2 as under the proposed Project. Driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. Accordingly, impacts under Alternative 2 would be similar to the proposed Project and less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

Utilities and Service Systems

UTI-1) 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.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts

associated with both construction and operation of the proposed Project would be less than significant.

Alternative 2 would involve the adaptive reuse of existing main building, and similar to the proposed Project would not include new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Accordingly, Alternative 2 would have less than significant impacts related to these facilities. Impacts under Alternative 2 would be the “same” as the proposed Project.

UTI-2) Sufficient water supplies available to serve the project and reasonably foreseeable future development.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the LBWD has indicated that it can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of existing main building, and would have similar demands to water services as the proposed Project. Accordingly, Alternative 2 would have less than significant impacts related to water supplies. Impacts under Alternative 2 would be the “same” as the proposed Project.

UTI-3) Wastewater provider inadequate capacity to serve projected demand.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the proposed Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Alternative 2 would involve the adaptive reuse of existing main building on the Project site and would generate similar amounts of wastewater as the proposed Project. Accordingly, Alternative 2 would have less than significant impacts to wastewater capacity as the proposed Project and impacts would be less than significant. Impacts under Alternative 2 would be the “same” as the proposed Project.

UTI-4) Generate solid waste in excess of State and local standards.

UTI-5) Comply with federal, state, and local management, and reduction statues and regulations related to solid waste.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Alternative 2 would involve the adaptive reuse of existing main building on the Project site and would generate similar amounts of solid waste as the proposed Project. Accordingly, Alternative 2 would have less than significant impacts related to solid waste. Impacts under Alternative 2 would be the “same” as the proposed Project.

Relationship of the Alternative to Project Objectives

Alternative 2 would renovate the underutilized site and repurpose the existing main building for industrial use. While Alternative 2 would support industrial use, the configuration and size of the resulting building(s) may limit the potential tenant uses when compared to the proposed Project. Alternative 2 would not meet the following Project objective:

- To replace existing underutilized buildings with a new state of the art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.

Alternative 2 would partially meet the following Project objectives:

- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

5.5.3 Alternative 3: Adaptive Reuse of Existing Building – Office

Description of the Alternative

Alternative 3: Adaptive Reuse of Existing Building – Office, would adapt the existing main office building to accommodate new office uses. This would be accomplished through renovation and reuse of the existing main office building. The remaining seven existing buildings on the Project site would remain as is and would not be included as part of the Project. Construction activity associated with Alternative 3 would be limited to the existing office building and landscaping, and would be less intensive than the proposed Project.

Environmental Impacts

Aesthetics

AES-4) New source of substantial light or glare.

As discussed in Section 4.2, *Aesthetics*, of this Draft EIR, the Project site is located in an urbanized area of the city of Long Beach, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

Sources of light originating from the proposed Project would be associated with project operations and would include parking lot lighting, security lights around the property, and indoor lighting that would not be visible to the surrounding area. The Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall-or ground

mounted and shielded away from adjacent land uses. Light sources associated with the proposed Project would be consistent with existing sources of nighttime lighting in the area and the proposed Project would provide landscaping that at maturity would help reduce light and glare from the Project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Alternative 3 would adaptively reuse the existing main building for office use and would not introduce new sources of lighting that could produce substantial light or glare. Lighting would be similar to that under existing conditions and Alternative 3 have less than significant light and glare impacts during Project operations. Accordingly, impacts to aesthetics would be “less” under Alternative 3 than with the proposed Project.

Air Quality

AQ-1a) Conflict with or obstruct implementation of applicable air quality plan during construction.

AQ-1b) Conflict with or obstruct implementation of applicable air quality plan during operations.

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, the proposed Project would develop a 304,344 tilt-up concrete light-industrial building. The proposed Project was evaluated for its potential to conflict with or obstruct implementation of an applicable air quality plan using the SCAQMD’s 1993 CEQA Handbook criteria for determining consistency with the AQMP. The proposed Project was evaluated against two consistency criteria:

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

As discussed in Section 4.4, the proposed Project is consistent with both criteria and impacts would be less than significant.

Alternative 3 would adaptively reuse the existing main building for office use. Criterion 1 pertains to potential violations of the CAAQS and NAAQS. Emissions under Alternative 3 would be similar to those produced by the proposed Project and there would be no increase in emissions that would exceed regional significance thresholds for the CAAQS or NAAQS. Impacts to air quality associated with conflicts with or obstruction of implementation of applicable air quality plan would be the “same” under Alternative 3 than the proposed Project.

As discussed in Section 4.4, growth projections from local general plans are provided to the SCAG and used to produce regional growth forecasts employed in developing future air quality forecasts for the AQMP. Accordingly, development consistent with the City of Long Beach General Plan is considered consistent with the AQMP. No new housing or population growth would occur under Alternative 3, nor would generation of new employment opportunities be sufficiently large enough to exceed current growth forecasts. Alternative 3 would be consistent with the current General Plan and would not exceed the assumptions in the AQMP.

Alternative 3 would not exceed SCAQMD’s consistency criteria and would not conflict with or obstruct and applicable air quality plan. Therefore, Alternative 3 would have similar impacts as those produced under the proposed Project during Project construction and less impacts under

operation of Alternative 3. Thus, impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the “same” under Alternative 2 for Project construction and “less” under Project operation.

AQ-2a) *Cumulatively considerable increase of criteria pollutant in nonattainment area during construction.*

AQ-2b) *Cumulatively considerable increase of criteria pollutant in nonattainment area during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, construction and operation of the proposed Project would result in emissions of criteria pollutants; however, proposed Project construction emissions would not exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Similarly, evaluation of the Tenant Use Options indicate that proposed Project operational emissions would not exceed SCAQMD regional emissions thresholds for the CAAQS or NAAQS. Therefore, construction and operational emissions would not result in a cumulative increase in criteria pollutants or a violation of air quality standards. Impacts to air quality associated with construction and operation of the proposed Project would be less than significant.

Alternative 3 would generate emissions of criteria pollutants similar to those produced by the proposed Project. It is not anticipated that emissions produced under Alternative 3 would exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Alternative 3 would have similar impacts as those produced under the proposed Project under construction of the Alternative and less impacts during operation of the Alternative. Impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the “same” under Alternative 3 for construction and “less” for operation than the proposed Project.

Accordingly, impacts with would be the “same” under Alternative 3 as under the proposed Project.

AQ-3a) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during construction.*

AQ-3b) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during operations.*

AQ-3c) *Carbon Monoxide Hotspots.*

AQ-3d) *Toxic Air Contaminants during construction.*

AQ-3e) *Toxic Air Contaminants during operation.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, SCAQMD localized significance thresholds would not be exceeded during either construction or operation of the proposed Project. In addition, proposed Project traffic would not create or result in a CO “hotspot.” While Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 and 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the proposed Project is not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would generate emissions of pollutants at similar levels as those produced by the proposed Project during both construction and operations. Accordingly, Alternative 3 would result in similar levels of exposure of pollutant concentrations to sensitive receptors as the proposed Project

during Project construction but less during Project operation. Impacts would be the “same” under Project construction and “less” under Project operation for Alternative 3 as under the proposed Project.

AQ-4) Other emissions (such as those leading to odors).

As discussed in Section 4.4, Air Quality, the proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the proposed Project would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction practices would minimize odors from construction and emissions would be temporary, short-term, and intermittent in nature. These odors would cease upon completion of construction. The Tenant Use Options addressed under the proposed Project do not include land uses typically associated with the emission of objectionable odors. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Proposed Project operations would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions leading to odors associated with construction and operation of the proposed Project would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Similar to the proposed Project, Alternative 3 construction could temporarily result in potential odors associated with construction equipment usage and the application of asphalt and architectural coating. Alternative 3 operations could result in odors associated with refuse stored in covered containers, similar to the proposed Project. However, operations under Alternative 3 would be required to adhere to the same regulatory requirements pertaining to odors as the proposed Project. Thus, Under Alternative 3, impacts with regard to other emissions such as odors would be the “same” as under the proposed Project.

Biological Resources

BIO-1) Adverse effect on any species identified as a candidate, sensitive, or special status species.

As discussed in Section 4.5, *Biological Resources*, two federally listed and two federal candidate species were identified as having potential to occur in the Project area. Similarly, nine State listed species of special concern with potential for occurrence in the Long Beach quadrangle were also identified. A biological resources survey and habitat assessment completed for the proposed Project characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed occurring in the Project area. The potential for finding these species in the vicinity of the Project site is very low. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would not have a substantial adverse effect on any species. The biological resources survey prepared for the proposed Project observed no listed or special status species on the Project site. Accordingly, Alternative 3, similar to the proposed Project, would not have adverse effects to species. Impacts would be less than significant and would be the “same” as under the proposed Project.

BIO-2) Adverse effect on any riparian habitat or other sensitive natural community.

As discussed in Section 4.5, *Biological Resources*, there are no wetlands or riparian habitats found on or near the proposed Project site. The nearest riparian environment is the Los Angeles River, located approximately 1.5 miles west of the Project site. Project construction would be limited to the Project site and would not affect the concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City's stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Alternative 3 would not adversely affect riparian habitats or other sensitive natural communities and as there are no such habitats on the Project site. Therefore, impacts to riparian habitat or other sensitive natural communities would be less than significant under Alternative 3 and would be the "same" as under the proposed Project.

BIO-5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As discussed in Section 4.5, *Biological Resources*, the Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs and 29 mature trees. Landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject to the City's regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use, which may include removal and replacement of some or all of the existing landscaping. Regardless, this activity would not conflict with any local policies or ordinances protecting biological resources such as trees. Therefore, impacts involving conflict with policies protecting biological resources would be less than significant under Alternative 3 and would be the "same" as under the proposed Project.

Cultural Resources

CUL-2) Significance of an archaeological resource.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) prepared for the proposed Project indicates that prior to historic and modern development, the archaeological sensitivity of the Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development. Therefore, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during proposed Project implementation and would reduce impacts to archaeological resources to less than significant.

Alternative 3 may require upgrading utilities such as electrical, water, sewer, gas, and other services that might result in ground disturbance and inadvertent archaeological discovery.

However, as Alternative 3 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 3 would employ Mitigation Measure CUL-1 in the event of an inadvertent discovery of archaeological resources. Accordingly, impacts to archaeological resources under Alternative 3 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

CUL-3) Disturbance of human remains.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) indicates that the Project site has a low potential for intact surface or subsurface human remains due to the level of previous development. However, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains**, would provide a process for treatment of any human remains inadvertently discovered during Project implementation, including requiring a cessation of construction activity until the County coroner can evaluate the discovery and make the necessary findings. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Alternative 3 may require upgrading utilities such as electrical, water, sewer, gas, and other services that might result in ground disturbance and inadvertent discovery of human remains. However, as Alternative 3 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 3 would employ Mitigation Measure CUL-2 in the event of an inadvertent discovery of human remains. Accordingly, impacts to archaeological resources under Alternative 3 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

Energy

ENG-1) Wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section 4.7, *Energy*, proposed Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region. Project construction, including construction-related vehicle trips, would be temporary and would not require ongoing or permanent commitment of diesel fuel or gasoline resources for this purpose. Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. However, construction related electricity use would represent a minute percentage of overall demand during Project construction. Project construction would not result in inefficient wasteful, or unnecessary consumption of fuel or electricity.

Proposed Project operations would see vehicle fuel demands under all the Tenant Use Options. All Tenant Use Options would be anticipated to utilize a diesel-powered emergency fire pump. Tenant Use Option 5 would support cold storage uses and would be anticipated to require use of an additional diesel-powered emergency backup generator. All Tenant Use Options would include up to one diesel gas-powered cargo handling port tractor. The proposed Project would not use natural gas during operations. Project operations would consume electricity; however, 100 percent of electrical demand would be offset through use of rooftop solar power for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project will participate in community solar programs to offset energy

demand not met through rooftop solar power. Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant impact.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would result in consumption of energy during both construction and operations. As Alternative 3 would have a smaller overall scope than the proposed Project, Alternative 3 would use less energy during both construction and operations than the proposed Project. Alternative 3 would not result in inefficient, wasteful, or unnecessary consumption of energy resources and would have less than significant impacts to energy. Impacts to energy resources under Alternative 3 would be “less” than the proposed Project.

ENG-2) Conflict with Plans for renewable energy or energy efficiency.

As discussed in Section 4.7, *Energy*, of this Draft EIR, the proposed Project would not conflict with any State or local plans for renewable energy or energy efficiency. The proposed Project would diversify its portfolio of energy sources by increasing energy from solar sources. One hundred percent of electrical demand would be offset for all Tenant Use Options through the use of rooftop solar power with the exception of Tenant Use Option 5 (High Cube Cold Storage), which would participate in community solar programs to offset energy demand not met through rooftop solar. The proposed Project would comply with applicable standards ensuring that Project-related energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, any impact would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. As with the proposed Project, Alternative 3 would comply with all applicable energy standards and would not conflict with plans for renewable energy or energy efficiency. As such, Alternative 3 would not conflict with State or local renewable energy or energy efficiency plans and impacts would be less than significant. The impact would be the “same” as the proposed Project.

Geology and Soils

GEO-1) Cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within Southern California, which is a seismically active region, and potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map. Furthermore, the proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking. Additionally, the proposed Project’s building design and construction must conform to the current seismic design provisions of the LBMC, which incorporates relevant provisions of the 2022 CBC. Therefore, development of the proposed Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use, including compliance with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC. As such, Alternative 3 would have a less than significant impact with regard to strong seismic ground shaking during construction and operation. Impacts would be the “same” as the proposed Project.

GEO-2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project Site and surrounding area are located within a liquefaction zone. In the event of a liquefaction event, there is potential for damage to the proposed building. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation** and **Mitigation Measure GEO-2, Remedial Site Grading** would be required. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant.

Alternative 3 would comply with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. However, as Alternative 3 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 3 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts associated with seismic-related ground failure including liquefaction under Alternative 3 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-4) Substantial soil erosion or the loss of topsoil.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However, development of the proposed Project would require removal and replacement of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils with potential for erosion of these materials. Development of the proposed Project would require compliance with the requirements of the NPDES permit, including preparation of a SWPPP that would include BMPs that would reduce the potential for soil erosion. Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping, reducing the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Alternative 3 would require removal and replacement of impervious surface resulting in potential for soil erosion. As such, Alternative 3 would have less than significant impacts in regard to soil erosion or loss of topsoil. Impacts would be the “same” as the proposed Project.

GEO-5) Become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of **Mitigation Measure GEO-1** and **Mitigation Measure GEO-2** would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Alternative 3 would comply with regulatory requirements applicable to seismic retrofitting, as well as seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. However, as Alternative 3 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 3 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts under Alternative 3 associated with unstable soils would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-6) Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Geotechnical Investigation prepared for the proposed Project determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Similar to the proposed Project, Alternative 3 would adaptively reuse buildings on a site with low-to-non-expansive soils. Therefore, impacts from expansive soils are less than significant. Accordingly, impacts under Alternative 3 associated with expansive soils would be less than significant and would be the “same” as the proposed Project.

GEO-8) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of the proposed Project would require remedial grading, there is potential for the discovery of unknown paleontological resources. With implementation of **Mitigation Measure GEO-3, Paleontological Monitoring**, impacts would be less than significant.

Alternative 3 does not require the demolition and removal of existing buildings and the area of ground disturbance would not be as large as that for the proposed Project. However, similar to the proposed Project, there is potential for the discovery of unknown paleontological resources. Alternative 3 would employ Mitigation Measure GEO-3. Compliance Mitigation Measure GEO-3 would reduce impacts to less than significant. Accordingly, impacts under Alternative 3 would be the “same” (with mitigation) as the proposed Project.

Greenhouse Gas Emissions

GHG-1) Generation of GHG emissions.

As discussed in Section 4.9, *Greenhouse Gas Emission*, of this Draft EIR, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project's GHG-related impacts on the environment. Construction and operation of the proposed Project would generate GHG emissions; however, the proposed Project would be in conformance with the CAP. The impact would be less than significant.

Alternative 3 would generate GHG emissions during construction and operations of the Project Site. However, due to its smaller scope, Alternative 3 would generate fewer emissions than the proposed Project, and impacts would be less than significant. Accordingly, impacts under Alternative 3 would be "less" than the proposed Project.

GHG-2) Conflict with applicable plans, policies, regulations, or recommendations.

As discussed in Section 4.9, Greenhouse Gas Emissions, of this Draft EIR, the proposed Project would be consistent with the applicable statewide, regional, and local plans, policies, regulations, and recommendations to reduce GHG emissions from development. The impact would be less than significant.

Similar to the proposed Project, Alternative 3 would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHGs and impacts would be less than significant. Accordingly, impacts under Alternative 3 would be the "same" as the proposed Project.

Hazards and Hazardous Materials

HAZ-1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. However, compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP would reduce impacts to less than significant. Similarly, proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Similar to the proposed Project, Alternative 3 would have the potential for the routine transport, use, or disposal of hazardous materials during construction and operations. However, construction under Alternative 3 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to the routine transport, use, and disposal of hazardous materials under Alternative 3 would be less than significant. Impacts under Alternative 3 would be the "same" as the proposed Project.

HAZ-2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, proposed Project construction would involve excavation of soils that may be impacted by hazardous materials. A SMP has been prepared for the proposed Project to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. The risk of a release of hazardous materials into the environment due to Project construction is less than significant. Proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. The potential for an accidental release of hazardous materials into the environment would be similar to that for the proposed Project. Accordingly, because Alternative 3 would renovate existing buildings, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

HAZ-3) Emit hazards resulting from hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The proposed Project would include the construction of one speculative light-industrial building on land zoned for industrial use. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES Construction General Permit requirements. Project operations would likely involve use of typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Project operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Similar to the proposed Project, Alternative 3 would involve typical hazardous materials during Project construction and operations. Construction under Alternative 3 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to hazardous materials within one-quarter mile of a school would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

HAZ-4) Located on a site which is included on a list of hazardous materials sites.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site.

Proposed Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Like the proposed Project, Alternative 3 is not located on a site that is included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List), and would not include listings for the West Hynes site to the north. Accordingly, construction of Alternative 3 would not create a significant hazard to the public or the environment and impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

HAZ-7) Expose people or structures to a significant loss, injury, or death involving wildfires.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the Project site is located within an LRA, but is not within a VHFHSZ within the LRA. The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Like the proposed Project, Alternative 3 would comply with the current provisions and standards of the CFC and fire protection would be provided by the LBFD. Accordingly, Alternative 3 would have less than significant impacts with regard to fire protection demands. Impacts under Alternative 3 would be the “same” as the proposed Project.

Hydrology and Water Quality

HWQ-1) Violate any water quality standards or waste discharge requirements or degrade surface or ground water quality.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR activities associated with the construction of the proposed Project may require the use of water for dust mitigation. Construction activities for the proposed Project would require a NPDES Construction General Permit. Implementation of the proposed Project could introduce new sources of potential stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs and with LBMC Chapter 18.74, which requires the preparation of a LID plan. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, Alternative 3 would have less than significant impacts with regard to water quality standards. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-3a) Alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. Furthermore, the proposed Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site, nor would it result in substantial erosion or siltation on- or off-site. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-3b) Alter existing drainage pattern of the site or area in a manner which would result in flooding on- or offsite.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the Project site is located within Zone X, which denotes an area of reduced flood risk due to a levee. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would result in flooding on- or off-site. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-3c) Alter existing drainage pattern of the site or area in a manner which would result in substantial additional sources of polluted runoff.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surface in a manner that would result in substantial additional sources of polluted runoff. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed Project would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-3d) Alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows.

As discussed in Section 4.11, *Hydrology and Water Quality*, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surfaces in a manner that would result in impediments to or redirection of flood flows. The proposed Project would not introduce new structures or surfaces that would substantially impede or redirect flood flows. Any impact would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and similar to the proposed Project, would not substantially alter the existing drainage pattern of the site in a way that would impede or redirect flood flows. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-4) Release pollutants due to project inundation.

As described in Section 4.11, *Hydrology and Water Quality*, the proposed Project is located approximately 6.25 miles north of the nearest the coastline. Per the State of California’s Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami. The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche. There is minimal risk of release of pollutants due to project inundation. Impacts would be less than significant.

The Project site is not in a flood hazard, tsunami, or seiche zone and similar to the proposed Project, Alternative 3 would not risk release of pollutants due to inundation. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

HWQ-5) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would comply with the City of Long Beach’s Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). Furthermore, the proposed Project would also be required to comply with LBMC Section 18.74, which requires the preparation of a LID plan. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 3 would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and

impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

Land Use and Planning

LUP-2) Conflict with any land use plan, policy or regulation.

As described in Section 4.12, *Land Use and Planning*, of this Draft EIR the proposed Project would not conflict with any land use plan, policy, or regulation. The Project would be consistent with the Project site’s NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area. The proposed Project would also be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. The current zoning for the Project site (IG) General Industrial, allows for professional office with an administrative use permit. Alternative 3 would be consistent with the City’s General Plan, zoning code, and other applicable land use plans, policies, or regulations. Accordingly, Alternative 3 would have less than significant impacts. Impacts under Alternative 3 would be the “same” as the proposed Project.

Noise

NOI-1a) Noise levels in excess of standards – construction.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with Project construction would exceed applicable standards at noise sensitive receptor locations R4, R5, and R6. However, implementation of the following mitigation measures would reduce potential impacts associated with construction noise to less than significant (after mitigation):

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

As discussed in Section 4.14, *Noise*, of this Draft EIR, operational and operational traffic noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Although Alternative 3 would require some excavation similar to the proposed Project, construction would be primarily focused on renovation of the existing main building and construction activity would be more selective and less intense. Regardless, Alternative 3 would employ Mitigation Measures NOI-1 through NOI-8. Implementation of Mitigation Measures NOI-1 through NOI-8 would reduce impacts to less than significant (with mitigation). Impacts under Alternative 3 would be the “same” as the proposed Project.

NOI-1b) Noise levels in excess of standards – operations.

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As discussed in Section 4.14, *Noise*, in this Draft EIR, the Proposed Project operational noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations. To demonstrate compliance with local noise regulations, maximum noise levels from proposed Project operations were also calculated at nearby sensitive receiver locations. Proposed Project operational noise would not exceed the applicable noise level standards and peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. The overall footprint of the project under Alternative 3 would be smaller in size than the proposed Project. The industrial activity that would be included under the proposed Project would be avoided under Alternative 3. Noise impacts would be less than significant. Accordingly, impacts under Alternative 3 would be “less” than the proposed Project.

NOI-1c) Noise levels in excess of standards – project truck operations.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with proposed Project operational traffic was analyzed for Tenant Use Option 1, representing a worst-case scenario. The analysis indicates that Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. However, traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. Therefore, impacts from proposed Project truck operations noise would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Because Alternative 3 would be focused on office use, it would not include the same amount of truck traffic as the proposed Project. Therefore, impacts from truck operations noise would be less than significant. Impacts under Alternative 3 would be “less” than the proposed Project.

NOI-2) Excessive groundborne vibration or groundborne noise levels.

As discussed in Section 4.14, *Noise*, of this draft EIR, construction activities at the Project Site have the potential to generate groundborne vibration. However, proposed Project construction-related vibration impacts would not exceed impact thresholds and impacts would be less than significant. Truck activity associated with proposed Project operations would produce groundborne vibration; however, vibration impacts would not exceed impact thresholds and impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use. Construction would be primarily focused on renovation of the existing building and construction activity would be more selective and less intense. Accordingly, Alternative 3 would have less significant structural vibration impacts to nearby buildings and human annoyance impacts to nearby vibration-sensitive receptor locations in comparison to the proposed Project. Alternative 3 would be focused on office use and it would not include the same amount of truck traffic as the proposed Project. Therefore, vibration impacts associated with construction and operations under

Alternative 3 would be less than significant. Impacts under Alternative 3 would be “less” than the proposed Project.

Population and Housing

POP-1) 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)

As discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Alternative 3 would utilize construction workers and future employees from the same labor source as the proposed Project and it is anticipated that these workers would reside within the city and surrounding area, and commute to work. Similar to the proposed Project, Alternative 3 would not induce substantial population growth through the extension of roads or other infrastructure. Accordingly, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

Public Services

PUB-1) Fire protection.

As discussed in Section 4.16, *Public Services- Fire Protection*, of this Draft EIR, proposed Project demand for fire protection and response during construction would be less than significant. The Project would be constructed pursuant to CFC requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities such as a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by the LBFD. Because the Project site is zoned for industrial development consistent with the proposed Project, it should be assumed that impacts to fire protection services as a result of the proposed Project are considered as part of the General Plan Land Use Element/Urban Design Element Environmental Impact Report analysis. Therefore, the Project would not create an unforeseen demand on fire protection services. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would result in similar levels of demand on fire protection services during construction and operations as the proposed Project. Alternative 3 would not result in an increased demand for fire protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

PUB-2) Police services.

As discussed in Section 4.16, *Public Services – Police Protection*, of this Draft EIR, Police facilities and services are provided by the LBPD. The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in

a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPD due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for industrial use and demand on police services during construction and operations would be similar to the proposed Project. The effect on the existing ratio of police officers to residents and resulting nominal increase on the demand for police protection services would be similar to that under the proposed Project. Alternative 3 would not result in an increase demand for police protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

PUB-3) Schools.

As discussed in Section 4.15, *Public Services - Schools*, of this Draft EIR, the proposed Project would develop a new industrial building and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the city and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Similar to the proposed Project, Alternative 3 would not require development of new housing resulting in population gain. The effect on schools would be similar to that under the proposed Project. Alternative 3 would not result in an increase demand for school services. Accordingly, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

PUB-4) Parks.

As discussed in Section 4.16, *Public Services – Parks*, of this Draft EIR, there are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that future employees would reside within the city and immediately surrounding area. The proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Similar to the proposed Project, Alternative 3 would not require development of new housing resulting in population gain that would place increased demand on parks. The effect on parks would be similar to that under the proposed Project. Accordingly, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

PUB-5) Other services.

As discussed in Section 4.16, *Public Services - Other Services*, of this Draft EIR, the closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.14, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the city and immediately surrounding area. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Alternative 3 would not result in unplanned population growth that would see an increase in demand on other services such as libraries. Impacts to other services under Alternative 3 would be similar to the proposed Project. Therefore, impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

Recreation

REC-1) Increase the use of existing neighborhood and regional parks or other recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the city and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would not result in unplanned population growth. Impacts to recreational facilities under Alternative 3 would be similar to the proposed Project. As such, Alternative 3 would have less than significant impacts on neighborhood and regional parks. Impacts under Alternative 3 would be the “same” as the proposed Project.

REC-2) Construction or expansion of recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. Therefore, the proposed Project, including all Tenant Use Options, would not require the construction of new or expansion of existing recreational facilities that would result in an adverse physical effect on the environment. Any impact would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts to recreational facilities under Alternative 3 would be similar to the proposed Project. As such, Alternative 3 would have less than significant impacts on recreational facilities. Impacts under Alternative 3 would be the “same” as the proposed Project.

Transportation

TRA-1) Conflict with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities, including transit, bicycle, and pedestrian facilities. Accordingly, Project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similarly, project operations would not affect or alter off-site transportation facilities. As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Similar to the proposed Project, construction and operations under Alternative 3 would be limited to the Project site and would not affect off-site transportation facilities. Accordingly, impacts related to potential conflicts with programs, plans, ordinances or policies addressing the circulation system would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

TRA-2) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

As discussed in Section 4.18, *Transportation*, of this Draft EIR, all of the Tenant Use Options considered for the proposed Project would exceed a VMT threshold. Therefore, impacts would be significant. Implementation of mitigation would not reduce this impact to less than significant and impacts would remain significant and unavoidable.

Alternative 3 would repurpose the existing main building for office use. It is not anticipated that truck traffic would be included under Alternative 3. Accordingly, VMT impacts would be smaller than the proposed Project, and less than significant. Impacts under Alternative 3 would be “less” than the proposed Project.

TRA-3) Design hazards.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not substantially increase hazards or conflicts due to a geometric design feature or incompatible land use. The Project proposes site access via two driveways on Cherry Avenue. The proposed Project driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. All circulation improvements would be constructed as approved by the City’s Public Works Department. Project construction traffic would be subject to a construction TMP that would limit potential traffic impacts. Accordingly, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use and impacts would be less than significant.

Access to the Project site would be similar under Alternative 3 as under the proposed Project. Construction traffic would be managed with a TMP, and driveways and internal drive aisles would be constructed pursuant to City’s design standards, subject to review by the LBFD, and require approval by the City’s Public Works Department. Accordingly, impacts under Alternative 3 would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

TRA-4) Emergency access.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not result in inadequate emergency access during construction and operations. The proposed driveways on

Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City's design standards and subject to review by LBFD. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Emergency access to the Project site would be similar under Alternative 3 as under the proposed Project. Driveways and internal drive aisles would be constructed pursuant to City's design standards and subject to review by the LBFD. Accordingly, impacts under Alternative 3 would be similar to the proposed Project and less than significant. Impacts under Alternative 3 would be the "same" as the proposed Project.

Utilities and Service Systems

UTI-1) 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.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts associated with both construction and operation of the proposed Project would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building, and similar to the proposed Project would not include new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Accordingly, Alternative 3 would have less than significant impacts related to these facilities. Impacts under Alternative 3 would be the "same" as the proposed Project.

UTI-2) Sufficient water supplies available to serve the project and reasonably foreseeable future development.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the LBWD has indicated that it can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building for office use and would have similar demands to water services as the proposed Project. Accordingly, Alternative 3 would have less than significant impacts related to water supplies. Impacts under Alternative 3 would be the "same" as the proposed Project.

UTI-3) Wastewater provider inadequate capacity to serve projected demand.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the proposed Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building on the Project site and would generate similar amounts of wastewater as the proposed Project. Accordingly, Alternative 3 would have less than significant impacts to wastewater capacity as the proposed Project and

impacts would be less than significant. Impacts under Alternative 3 would be the “same” as the proposed Project.

UTI-4) Generate solid waste in excess of State and local standards.

UTI-5) Comply with federal, state, and local management, and reduction statues and regulations related to solid waste.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Alternative 3 would involve the adaptive reuse of the existing main building on the Project site and would generate similar amounts of solid waste as the proposed Project. Accordingly, Alternative 3 would have less than significant impacts related to solid waste. Impacts under Alternative 3 would be the “same” as the proposed Project.

Relationship of the Alternative to Project Objectives

Alternative 3 would renovate and repurpose the existing main building for office use. In the current market environment, leasing a single-story, Class C, suburban office is economically unfeasible given there is no demand to lease such properties. Future office use on the site would not meet the following Project objectives:

- To replace existing underutilized buildings with a new state of the art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City’s tax base.
- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

Alternative 3 would partially meet these Project objectives:

- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.

5.5.4 Alternative 4: Reduced Project

Description of the Alternative

Alternative 4, the Reduced Project Alternative, proposes the same type of development and Tenant Use Options as the proposed Project, but would reduce the overall size of the proposed building by two-thirds. Alternative 4 would develop a smaller concrete, tilt-up light-industrial warehouse building. The proposed building would be surrounded by parking areas that would include both passenger vehicle and truck parking. Passenger vehicle parking would be situated

in front of the proposed building, along Cherry Avenue, along the south side of the lot, and in the rear of the building in the northeast corner of the lot. The building would feature loading dock doors along the south elevation facing the abutting commercial site. Alternative 4 would also include landscaping along Cherry Avenue, the northern periphery of the Project site, and along the rear of the proposed building.

Environmental Impacts

Aesthetics

AES-4) New source of substantial light or glare.

As discussed in Section 4.2, *Aesthetics*, of this Draft EIR, the Project site is located in an urbanized area of the city of Long Beach, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

Sources of light originating from the proposed Project would be associated with project operations and would include parking lot lighting, security lights around the property, and indoor lighting that would not be visible to the surrounding area. The proposed Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses. Light sources associated with the proposed Project would be consistent with existing sources of nighttime lighting in the area and the proposed Project would provide landscaping that at maturity would help reduce light and glare from the Project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Alternative 4 would develop a light-industrial building on a smaller scale than the proposed Project and would introduce new sources of lighting that could produce substantial light or glare. Similar to the proposed Project, the project under Alternative 4 would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall-or ground mounted and shielded away from adjacent land uses. As such, Alternative 4 would be similar to the proposed Project's less than significant light and glare impacts during Project operations. Thus, impacts to aesthetics would be the "same" under Alternative 4 than with the proposed Project.

Air Quality

AQ-1a) Conflict with or obstruct implementation of applicable air quality plan during construction.

AQ-1b) Conflict with or obstruct implementation of applicable air quality plan during operations.

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, the proposed Project was evaluated for its potential to conflict with or obstruct implementation of an applicable air quality plan using the SCAQMD's 1993 CEQA Handbook criteria for determining consistency with the AQMP. The proposed Project was evaluated against two consistency criteria:

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

As discussed in Section 4.4, the proposed Project is consistent with both criteria and impacts would be less than significant.

Alternative 4 would develop a light-industrial building on a smaller scale than the proposed Project. Criterion 1 pertains to potential violations of the CAAQS and NAAQS. Emission under Alternative 4 would be similar to those produced by the proposed Project and there would be no increase in emissions that would exceed regional significance thresholds for the CAAQS or NAAQS.

As discussed in Section 4.4, growth projections from local general plans are provided to the SCAG and used to produce regional growth forecasts employed in developing future air quality forecasts for the AQMP. Accordingly, development consistent with the City of Long Beach General Plan is considered consistent with the AQMP. No new housing or population growth would occur under Alternative 4, nor would generation of new employment opportunities be sufficiently large enough to exceed current growth forecasts. Alternative 4 would be consistent with the current General Plan and would not exceed the assumptions in the AQMP.

Alternative 4 would not exceed SCAQMD's consistency criteria and would not conflict with or obstruct and applicable air quality plan. Therefore, Alternative 4 would have similar impacts as those produced under the proposed Project during Project construction and less impacts under operation for this Alternative. Thus, impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 4 for Project construction and "less" under Project operation.

Project and impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 4 as with the proposed Project.

AQ-2a) *Cumulatively considerable increase of criteria pollutant in nonattainment area during construction.*

AQ-2b) *Cumulatively considerable increase of criteria pollutant in nonattainment area during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, construction and operation of the proposed Project would result in emissions of criteria pollutants; however, proposed Project construction emissions would not exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Similarly, evaluation of the Tenant Use Options indicate that proposed Project operational emissions would not exceed SCAQMD regional emissions thresholds for the CAAQS or NAAQS. Therefore, construction and operational emissions would not result in a cumulative increase in criteria pollutants or a violation of air quality standards. Impacts to air quality associated with construction and operation of the proposed Project would be less than significant.

Alternative 4 would generate emissions of criteria pollutants similar to those produced by the proposed Project. It is not anticipated that emissions produced under Alternative 4 would exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Alternative 4 would have similar impacts as those produced under the proposed Project under construction of the Alternative and less impacts during operation of the Alternative. Impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 4 for construction and "less" for operation than the proposed Project.

Accordingly, impacts with would be the “same” under Alternative 4 as under the proposed Project.

- AQ-3a) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during construction.*
- AQ-3b) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during operations.*
- AQ-3c) *Carbon Monoxide Hotspots.*
- AQ-3d) *Toxic Air Contaminants during construction.*
- AQ-3e) *Toxic Air Contaminants during operation.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, SCAQMD localized significance thresholds would not be exceeded during either construction or operation of the proposed Project. In addition, proposed Project traffic would not create or result in a CO “hotspot.” While Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 and 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the proposed Project is not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would generate emissions of pollutants at similar levels as those produced by the proposed Project during both construction and less during operation. Therefore, impacts would be less than significant. Impacts would be the “same” under Project construction and “less” during Project operation for this Alternative than the proposed Project.

- AQ-4) *Other emissions (such as those leading to odors).*

As discussed in Section 4.4, *Air Quality*, the proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction practices would minimize odors from construction and emissions would be temporary, short-term, and intermittent in nature. These odors would cease upon completion of construction. During operations, the Tenant Use Options addressed under the proposed Project do not include land uses typically associated with the emission of objectionable odors. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Proposed Project operations would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions leading to odors associated with construction and operation of the proposed Project would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 construction could temporarily result in potential odors associated with construction equipment usage and the application of asphalt and architectural coating. Alternative 4 operations could result in odors associated with refuse stored in covered containers, similar to the proposed Project. However, operations under Alternative 4 would be required to adhere to the same regulatory requirements pertaining to odors as the proposed Project. Thus, Under Alternative 4, impacts with regard to other emissions such as odors would be the “same” as under the proposed Project.

Biological Resources

BIO-1) Adverse effect on any species identified as a candidate, sensitive, or special status species.

As discussed in Section 4.5, *Biological Resources*, two federally listed and two federal candidate species were identified as having potential to occur in the Project area. Similarly, nine State listed species of special concern with potential for occurrence in the Long Beach quadrangle were also identified. A biological resources survey and habitat assessment completed for the proposed Project characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed occurring in the Project area. The potential for finding these species in the vicinity of the Project site is very low. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would not have a substantial adverse effect on any species. The biological resources survey prepared for the proposed Project observed no listed or special status species on the Project site. Accordingly, Alternative 4, similar to the proposed Project, would not have adverse effects to species. Impacts would be less than significant and would be the “same” as under the proposed Project.

BIO-2) adverse effect on any riparian habitat or other sensitive natural community.

As discussed in Section 4.5, *Biological Resources*, there are no wetlands or riparian habitats found on or near the proposed Project site. The nearest riparian environment is the Los Angeles River, located approximately 1.5 miles west of the Project site. Project construction would be limited to the Project site and would not affect the concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City’s stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Alternative 4 would not adversely affect riparian habitats or other sensitive natural communities and as there are no such habitats on the Project site. Therefore, impacts to riparian habitat or other sensitive natural communities would be less than significant under Alternative 4 and would be the “same” as under the proposed Project.

BIO-5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As discussed in Section 4.5, *Biological Resources*, the Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs and 29 mature trees. Landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject to the City’s regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. This would include removal and replacement of all of the existing landscaping. Regardless, this activity would not conflict with any local policies or ordinances protecting biological resources such as trees. Therefore, impacts involving conflict with policies protecting biological resources would be less than significant under Alternative 4 and would be the “same” as under the proposed Project.

Cultural Resources

CUL-2) Significance of an archaeological resource.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) prepared for the proposed Project indicates that prior to historic and modern development, the archaeological sensitivity of the Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development. Therefore, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during proposed Project implementation and would reduce impacts to archaeological resources to less than significant.

Alternative 4 would require upgrading utilities such as electrical, water, sewer, gas, and other services that would result in ground disturbance and may result in inadvertent archaeological discovery. It is assumed that the area of ground disturbance under Alternative 4 would be similar to that for the proposed Project. Alternative 4 would employ Mitigation Measure CUL-1 in the event of an inadvertent discovery of archaeological resources. Accordingly, impacts to archaeological resources under Alternative 4 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

CUL-3) Disturbance of human remains.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) indicates that the Project site has a low potential for intact surface or subsurface human remains due to the level of previous development. However, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains**, would provide a process for treatment of any human remains inadvertently discovered during Project implementation, including requiring a cessation of construction activity until the County coroner can evaluate the discovery and make the necessary findings. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Alternative 4 would require upgrading utilities such as electrical, water, sewer, gas, and other services that would result in ground disturbance and may result in inadvertent discovery of human remains. It is assumed that the area of ground disturbance under Alternative 4 would be similar to that for the proposed Project. Alternative 4 would employ Mitigation Measure CUL-2 in the event of an inadvertent discovery of human remains. Accordingly, impacts to archaeological resources under Alternative 4 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

Energy

ENG-1) Wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section 4.7, *Energy*, proposed Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region. Project construction, including construction-related vehicle trips, would be temporary and would not require ongoing or permanent commitment of diesel fuel or gasoline resources for this purpose. Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. However, construction related electricity use would represent a minute percentage of overall demand during Project construction. Project construction would not result in inefficient wasteful, or unnecessary consumption of fuel or electricity.

Proposed Project operations would see vehicle fuel demands under all the Tenant Use Options. All Tenant Use Options would be anticipated to utilize a diesel-powered emergency fire pump. Tenant Use Option 5 would support cold storage uses and would be anticipated to require use of an additional diesel-powered emergency backup generator. All Tenant Use Options would include up to one diesel gas-powered cargo handling port tractor. The proposed Project would not use natural gas during operations. Project operations would consume electricity; however, 100 percent of electrical demand would be offset through use of rooftop solar power for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project will participate in community solar programs to offset energy demand not met through rooftop solar power. Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant impact.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would result in consumption of energy during both construction and operations. As Alternative 4 would have a smaller overall scope than the proposed Project, Alternative 4 would use less energy during both construction and operations than the proposed Project. Alternative 4 would not result in inefficient, wasteful, or unnecessary consumption of energy resources and would have less than significant impacts to energy. Impacts to energy resources under Alternative 4 would be “less” than the proposed Project.

ENG-2) Conflict with Plans for renewable energy or energy efficiency.

As discussed in Section 4.7, *Energy*, of this Draft EIR, the proposed Project would not conflict with any State or local plans for renewable energy or energy efficiency. The proposed Project would diversify its portfolio of energy sources by increasing energy from solar sources. One hundred percent of electrical demand would be offset for all Tenant Use Options through the use of rooftop solar power with the exception of Tenant Use Option 5 (High Cube Cold Storage), which would participate in community solar programs to offset energy demand not met through rooftop solar. The proposed Project would comply with applicable standards ensuring that Project-related energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, any impact would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. As with the proposed Project, Alternative 4 would comply with all applicable energy standards

and would not conflict with plans for renewable energy or energy efficiency. As such, Alternative 4 would not conflict with State or local renewable energy or energy efficiency plans and impacts would be less than significant. The impact would be the “same” as the proposed Project.

Geology and Soils

GEO-1) Cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within Southern California, which is a seismically active region, and potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map. Furthermore, the proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking. Additionally, the proposed Project’s building design and construction must conform to the current seismic design provisions of the LBMC, which incorporates relevant provisions of the 2022 CBC. Therefore, development of the proposed Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Development of Alternative 4 would comply with seismic design requirements included in the CBC and the requirements of the LBMC. As such, Alternative 4 would have a less than significant impact with regard to strong seismic ground shaking during construction and operation. Impacts would be the “same” as the proposed Project.

GEO-2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project Site and surrounding area are located within a liquefaction zone. In the event of a liquefaction event, there is potential for damage to the proposed building. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation** and **Mitigation Measure GEO-2, Remedial Site Grading** would be required. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant.

Alternative 4 would comply with seismic design requirements included in the CBC and the requirements of the LBMC. Alternative 4 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts associated with seismic-related ground failure including

liquefaction under Alternative 4 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-4) Substantial soil erosion or the loss of topsoil.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However, development of the proposed Project would require removal and replacement of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils with potential for erosion of these materials. Development of the proposed Project would require compliance with the requirements of the NPDES permit, including preparation of a SWPPP that would include BMPs that would reduce the potential for soil erosion. Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping, reducing the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Alternative 4 would require removal and replacement of impervious surface to a similar degree as the proposed Project. As such, Alternative 4 would have less than significant impacts in regard to soil erosion or loss of topsoil. Impacts would be the “same” as the proposed Project.

GEO-5) Become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of **Mitigation Measure GEO-1** and **Mitigation Measure GEO-2** would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Alternative 4 would comply with seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. However, as Alternative 4 does not require the demolition and removal of existing buildings, the area of ground disturbance would not be as large as that for the proposed Project. Regardless, Alternative 4 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts under Alternative 4 associated with unstable soils would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-6) Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Geotechnical Investigation prepared for the proposed Project determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Similar to the proposed Project, Alternative 4 would develop a light-industrial building on a site with low-to-non-expansive soils. Accordingly, impacts under Alternative 4 associated with expansive soils would be less than significant and would be the “same” as the proposed Project.

GEO-8) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of the proposed Project would require remedial grading, there is potential for the discovery of unknown paleontological resources. With implementation of **Mitigation Measure GEO-3, Paleontological Monitoring**, impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would include ground disturbance. Similar to the proposed Project, there is potential for the discovery of unknown paleontological resources. Alternative 4 would employ Mitigation Measure GEO-3. Compliance with Mitigation Measure GEO-3 would reduce impacts to less than significant. Accordingly, impacts under Alternative 4 would be the “same” (with mitigation) as the proposed Project.

Greenhouse Gas Emissions

GHG-1) Generation of GHG emissions.

As discussed in Section 4.9, *Greenhouse Gas Emission*, of this Draft EIR, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project’s GHG-related impacts on the environment. Construction and operation of the proposed Project would generate GHG emissions; however, the proposed Project would be in conformance with the CAP. The impact would be less than significant.

Alternative 4 would generate GHG emissions during construction and operations. However, due to its smaller scope, Alternative 4 would generate fewer emissions than the proposed Project, and impacts would be less than significant. Accordingly, impacts under Alternative 4 would be “less” than the proposed Project.

GHG-2) Conflict with applicable plans, policies, regulations, or recommendations.

As discussed in Section 4.9, *Greenhouse Gas Emissions*, of this Draft EIR, the proposed Project would be consistent with the applicable statewide, regional, and local plans, policies, regulations, and recommendations to reduce GHG emissions from development. The impact would be less than significant.

Similar to the proposed Project, Alternative 4 would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHGs and impacts would be less than significant. Accordingly, impacts under Alternative 4 would be the “same” as the proposed Project.

Hazards and Hazardous Materials

HAZ-1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. However, compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP would reduce impacts to less than significant. Similarly, proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning

the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would have the potential for the routine transport, use, or disposal of hazardous materials during construction and operations. However, construction under Alternative 4 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to the routine transport, use, and disposal of hazardous materials under Alternative 4 would be less than significant impacts under Alternative 4 would be the “same” as the proposed Project.

HAZ-2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, proposed Project construction would involve excavation of soils that may be impacted by hazardous materials. A SMP has been prepared for the proposed Project to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. The risk of a release of hazardous materials into the environment due to Project construction is less than significant. Proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. The potential for an accidental release of hazardous materials into the environment would be similar to that for the proposed Project. Accordingly, because Alternative 4 would renovate existing buildings, impacts would be less than significant. As such, the Alternative 4 would have similar less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HAZ-3) Emit hazards resulting from hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The proposed Project would include the construction of one speculative light-industrial building on land zoned for industrial use. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES Construction General Permit requirements. Project operations would likely involve use of typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Project operations would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Similar to the proposed Project, Alternative 4 would involve typical hazardous materials during Project construction and operations. However, construction under Alternative 4 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to hazardous materials within one-quarter mile of a school would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

HAZ-4) Located on a site which is included on a list of hazardous materials sites.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site. Proposed Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Like the proposed Project, the project under Alternative 4 is not located on a site that is included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List) and would not include listings for the West Hynes site to the north. Accordingly, construction of Alternative 4 would not create a significant hazard to the public or the environment and impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

HAZ-7) Expose people or structures to a significant loss, injury, or death involving wildfires.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the Project site is located within an LRA, but is not within a VHFHSZ within the LRA. The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. Impacts would be less than significant.

Alternative 4 would involve the adaptive reuse of the existing buildings for industrial use. Like the proposed Project, Alternative 4 would comply with the current provisions and standards of the CFC and fire protection would be provided by the LBFD. Accordingly, Alternative 4 would have less than significant impacts with regard to fire protection demands. Impacts under Alternative 4 would be the “same” as the proposed Project.

Hydrology and Water Quality

HWQ-1) Violate any water quality standards or waste discharge requirements or degrade surface or ground water quality.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR activities associated with the construction of the proposed Project may require the use of water for dust mitigation. Construction activities for the proposed Project would require a NPDES Construction General Permit. Implementation of the proposed Project could introduce new sources of potential stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be

required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs and with LBMC Chapter 18.74, which requires the preparation of a LID plan. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 4 would have less than significant impacts with regard to water quality standards. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-3a) Alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. Furthermore, the proposed Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would not substantially alter the existing drainage pattern of the site, nor would it result in substantial erosion or siltation on- or off-site. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-3b) Alter existing drainage pattern of the site or area in a manner which would result in flooding on- or offsite.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the Project site is located within Zone X, which denotes an area of reduced flood risk due to a levee. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would not substantially alter the existing drainage pattern of the site in a way that would result in flooding on- or off-site. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-3c) Alter existing drainage pattern of the site or area in a manner which would result in substantial additional sources of polluted runoff.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surface in a manner that would result in substantial additional sources of polluted runoff. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed Project would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would not substantially alter the existing drainage pattern of the site in a way that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-3d) Alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows.

As discussed in Section 4.11, *Hydrology and Water Quality*, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surfaces in a manner that would result in impediments to or redirection of flood flows. The proposed Project would not introduce new structures or surfaces that would substantially impede or redirect flood flows. Any impact would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would not substantially alter the existing drainage pattern of the site in a way that would impede or redirect flood flows. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-4) Release pollutants due to project inundation.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project is located approximately 6.25 miles north of the nearest coastline. Per the State of California’s Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami. The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche. There is minimal risk of release of pollutants due to project inundation. Impacts would be less than significant.

Similar to the proposed Project, Alternative 4 is not in a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to inundation. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

HWQ-5) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would comply with the City of Long Beach’s Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). Furthermore, the proposed Project would also be required to comply with LBMC Section 18.74, which requires the preparation of a LID plan. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 4 would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

Land Use and Planning

LUP-2) Conflict with any land use plan, policy or regulation.

As described in Section 4.12, *Land Use and Planning*, of this Draft EIR the proposed Project would not conflict with any land use plan, policy, or regulation. The Project would be consistent with the Project site’s NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City’s vision for the area. The proposed Project would also be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would be consistent with the City’s General Plan, zoning code, and other applicable land use plans, policies, or regulations. Accordingly, Alternative 4 would have less than significant impacts. Impacts under Alternative 4 would be the “same” as the proposed Project.

Noise

NOI-1a) Noise levels in excess of standards – construction.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with Project construction would exceed applicable standards at noise sensitive receptor locations R4, R5, and R6. However, implementation of the following mitigation measures would reduce potential impacts associated with construction noise to less than significant (after mitigation):

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

As discussed in Section 4.14, *Noise*, of this Draft EIR, operational and operational traffic noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Alternative 4 would require excavation similar to the proposed Project, and would employ Mitigation Measures NOI-1 through NOI-8. Implementation of Mitigation Measures NOI-1 through NOI-8 would reduce impacts to less than significant (with mitigation). Impacts under Alternative 4 would be the “same” as the proposed Project.

NOI-1b) Noise levels in excess of standards – operations.

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As discussed in Section 4.14, *Noise*, in this Draft EIR, the Proposed Project operational noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations. To demonstrate compliance with local noise regulations, maximum noise levels from proposed Project operations were also calculated at nearby sensitive receiver locations. Proposed Project operational noise would not exceed the applicable noise level standards and peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. The overall building footprint of the project under Alternative 4 would be smaller in size than the proposed Project. Project operations at the smaller scale facility developed under Alternative 4 would be anticipated to be similar to the proposed Project and noise impacts would be less than significant. Accordingly, impacts under Alternative 4 would be the “same” as the proposed Project.

NOI-1c) Noise levels in excess of standards – project truck operations.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with proposed Project operational traffic was analyzed for Tenant Use Option 1, representing a worst case scenario. The analysis indicates that Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. However, traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. Therefore, impacts from proposed Project truck operations noise would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. The repurposed buildings would potentially host the same Tenant Use Options evaluated for the proposed Project. Accordingly, the same amount of operational traffic would be anticipated and impacts from truck operations noise would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

NOI-2) Excessive groundborne vibration or groundborne noise levels.

As discussed in Section 4.14, *Noise*, of this draft EIR, construction activities at the Project Site have the potential to generate groundborne vibration. However, proposed Project construction-related vibration impacts would not exceed impact thresholds and impacts would be less than significant. Truck activity associated with proposed Project operations would produce ground-

borne vibration; however, vibration impacts would not exceed impact thresholds and impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project. Similar to the proposed Project, Alternative 4 would have less significant structural vibration impacts to nearby buildings and human annoyance impacts to nearby vibration-sensitive receptor locations. Similar levels of operational traffic would be anticipated. Alternative 4 would result in truck activity which would not result in excessive ground-borne vibrations in excess of that produced by the proposed Project. Therefore, vibration impacts associated with construction and operations under Alternative 4 would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

Population and Housing

POP-1) 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).

As discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Alternative 4 would utilize construction workers and future employees from the same labor source as the proposed Project and it is anticipated that these workers would reside within the city and surrounding area, and commute to work. Similar to the proposed Project, Alternative 4 would not induce substantial population growth through the extension of roads or other infrastructure. Accordingly, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

Public Services

PUB-1) Fire protection.

As discussed in Section 4.16, *Public Services- Fire Protection*, of this Draft EIR, proposed Project demand for fire protection and response during construction would be less than significant. The Project would be constructed pursuant to CFC requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities such as a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by the LBFD. Because the Project site is zoned for industrial development consistent with the proposed Project, it should be assumed that impacts to fire protection services as a result of the proposed Project are considered as part of the General Plan Land Use Element/Urban Design Element Environmental Impact Report analysis. Therefore, the Project would not create an unforeseen demand on fire protection services. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project, but would result in a similar level of demand on fire protection services during construction and operations as the proposed Project. Alternative 4 would not result in a substantial increase in

demand for fire protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

PUB-2) Police services.

As discussed in Section 4.16, *Public Services – Police Protection*, of this Draft EIR, Police facilities and services are provided by the LBPD. The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPD due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and demand on police services during construction and operations would be similar to the proposed Project. The effect on the existing ratio of police officers to residents and resulting nominal increase on the demand for police protection services would be similar to that under the proposed Project. Alternative 4 would not result in an increase demand for police protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

PUB-3) Schools.

As discussed in Section 4.16, *Public Services - Schools*, of this Draft EIR, the proposed Project would develop a new industrial building and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the city and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Similar to the proposed Project, Alternative 4 would not require development of new housing resulting in population gain. The effect on schools would be similar to that under the proposed Project. Alternative 4 would not result in an increase demand for school services. Accordingly, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

PUB-4) Parks.

As discussed in Section 4.16, *Public Services – Parks*, of this Draft EIR, there are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that future employees would reside within the city and immediately surrounding area. The proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or

other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Similar to the proposed Project, Alternative 4 would not require development of new housing resulting in population gain that would place increased demand on parks. The effect on parks would be similar to that under the proposed Project. Accordingly, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

PUB-5) Other services.

As discussed in Section 4.16, *Public Services - Other Services*, of this Draft EIR, the closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the city and immediately surrounding area. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Alternative 4 would not result in unplanned population growth that would see an increase in demand on other services such as libraries. Impacts to other services under Alternative 4 would be similar to the proposed Project. Therefore, impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

Recreation

REC-1) Increase the use of existing neighborhood and regional parks or other recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR the proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the City and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would not result in unplanned population growth. Impacts to recreational facilities under Alternative 4 would be similar to the proposed Project. As such, Alternative 4 would have less than significant impacts on neighborhood and regional parks. Impacts under Alternative 4 would be the “same” as the proposed Project.

REC-2) Construction or expansion of recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. Therefore, the proposed Project, including all Tenant Use options, would not require the construction of new or expansion of existing recreational facilities that would result in an adverse physical effect on the environment. Any impact would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts to

recreational facilities under Alternative 4 would be similar to the proposed Project. As such, Alternative 4 would have less than significant impacts on recreational facilities. Impacts under Alternative 4 would be the “same” as the proposed Project.

Transportation

TRA-1) Conflict with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities, including transit, bicycle, and pedestrian facilities. Accordingly, Project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similarly, project operations would not affect or alter off-site transportation facilities. As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Similar to the proposed Project, construction and operations under Alternative 4 would be limited to the Project site and would not affect off-site transportation facilities. Accordingly, impacts related to potential conflicts with programs, plans, ordinances or policies addressing the circulation system would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

TRA-2) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

As discussed in Section 4.18, *Transportation*, of this Draft EIR, all of the Tenant Use Options considered for the proposed Project would exceed a VMT threshold. Therefore, impacts would be significant and unavoidable. Implementation of mitigation would not reduce this impact and it would remain significant and unavoidable.

Alternative 4 would consider the same Tenant Use Options as the proposed Project, on a smaller scale. While truck traffic would be reduced under Alternative 4, impacts would not be reduced to a level below the threshold of significance. Accordingly, VMT impacts would be similar, significant and unavoidable. Impacts under Alternative 4 would be the “same” as the proposed Project.

TRA-3) Design hazards.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not substantially increase hazards or conflicts due to a geometric design feature or incompatible land use. The Project proposes site access via two driveways on Cherry Avenue. The proposed Project driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. All circulation improvements would be constructed as approved by the City’s Public Works Department. Project construction traffic would be subject to a construction TMP that would limit potential traffic impacts. Accordingly, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use and impacts would be less than significant.

Access to the Project site would be similar under Alternative 4 as under the proposed Project. Construction traffic would be managed with a TMP, and driveways and internal drive aisles would be constructed pursuant to City’s design standards, subject to review by the LBFD, and require approval by the City’s Public Works Department. Accordingly, impacts under Alternative 4 would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

TRA-4) Emergency access.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not result in inadequate emergency access during construction and operations. The proposed driveways on Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City's design standards and subject to review by LBFD. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Emergency access to the Project site would be similar under Alternative 4 as under the proposed Project. Driveways and internal drive aisles would be constructed pursuant to City's design standards and subject to review by the LBFD. Accordingly, impacts under Alternative 4 would be similar to the proposed Project and less than significant. Impacts under Alternative 4 would be the "same" as the proposed Project.

Utilities and Service Systems

UTI-1) 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.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts associated with both construction and operation of the proposed Project would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would not include new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Accordingly, Alternative 4 would have less than significant impacts related to these facilities. Impacts under Alternative 4 would be the "same" as the proposed Project.

UTI-2) Sufficient water supplies available to serve the project and reasonably foreseeable future development.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the LBWD has indicated that it can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would have similar demands to water services as the proposed Project. Accordingly, Alternative 4 would have less than significant impacts related to water supplies. Impacts under Alternative 4 would be the "same" as the proposed Project.

UTI-3) Wastewater provider inadequate capacity to serve projected demand.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would generate similar amounts of wastewater as the proposed Project. Accordingly, Alternative 4 would have less than significant impacts to wastewater capacity as the proposed Project and impacts would be less than significant. Impacts under Alternative 4 would be the “same” as the proposed Project.

UTI-4) Generate solid waste in excess of State and local standards.

UTI-5) Comply with federal, state, and local management, and reduction statues and regulations related to solid waste.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Alternative 4 would develop a light-industrial building at a smaller scale than the proposed Project and would generate similar amounts of solid waste as the proposed Project. Accordingly, Alternative 4 would have less than significant impacts related to solid waste. Impacts under Alternative 4 would be the “same” as the proposed Project.

Relationship of the Alternative to Project Objectives

Alternative 4 would redevelop the Project site with a new light-industrial building suitable for the Tenant Use Options described in Section 2, *Tenant Use Options*. Because the industrial building would have to accommodate the size and location of the existing main building, Alternative 4, would result in light-industrial space reduced by two-thirds in comparison to the proposed Project. The reduced size of the proposed building could make it a less attractive space and potentially economically unfeasible.

Alternative 4 would not meet the following Project objective:

- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.

Alternative 4 would partially meet the following Project objectives:

- To replace existing underutilized buildings with a new state of the art speculative industrial building that meets the current California Building Code and California Green Building Code Standards.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City’s tax base.
- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage development that will attract new businesses to the City of Long Beach.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

5.5.5 Alternative 5: Outdoor Truck/Trailer Storage

Description of the Alternative

Alternative 5, Outdoor Truck/Trailer Storage, proposes to repurpose the site as an outdoor parking area for trucks and truck trailers. This Alternative is anticipated to provide overflow or excess trailer parking for nearby warehouses and/or distribution facilities that would be seeking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. Alternative 5 would demolish the existing structure and landscaping and develop a paved truck/trailer parking area featuring up to 460 parking stalls, 8 feet high security fencing, a guard house, perimeter lighting, landscaping, site drainage, driveway, and internal lane improvements.

Environmental Impacts

Aesthetics

AES-4) New source of substantial light or glare.

As discussed in Section 4.2, *Aesthetics*, of this Draft EIR, the Project site is located in an urbanized area of the city of Long Beach, which includes nighttime lighting associated with the surrounding industrial and commercial land uses. This includes street lighting, parking lot lighting, and lights from vehicles traveling along Cherry Avenue at night. The nearest light-sensitive receptors to the Project site are residential uses located approximately 225 feet to the west. These uses are separated from the proposed Project by commercial uses that line Cherry Avenue.

Sources of light originating from the proposed Project would be associated with project operations and would include parking lot lighting, security lights around the property, and indoor lighting that would not be visible to the surrounding area. The proposed Project would install various exterior lights on and around the new building and within parking areas. Exterior lights would be wall- or ground mounted and shielded away from adjacent land uses. Light sources associated with the proposed Project would be consistent with existing sources of nighttime lighting in the area and the proposed Project would provide landscaping that at maturity would help reduce light and glare from the Project site. Accordingly, the proposed Project, including all Tenant Use Options, would not result in a new source of substantial light or glare and impacts would be less than significant.

Alternative 5 would demolish the existing buildings and repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would introduce new sources of lighting that could produce substantial light or glare within the parking area. Exterior lights would be shielded away from adjacent land uses. As such, Alternative 5 would be similar to the proposed Project's less than significant light and glare impacts during Project operations. Thus, impacts to aesthetics would be the "same" under Alternative 5 than with the proposed Project.

Air Quality

AQ-1a) Conflict with or obstruct implementation of applicable air quality plan during construction.

AQ-1b) Conflict with or obstruct implementation of applicable air quality plan during operations.

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, the proposed Project was evaluated for its potential to conflict with or obstruct implementation of an applicable air quality plan using the

SCAQMD's 1993 CEQA Handbook criteria for determining consistency with the AQMP. The proposed Project was evaluated against two consistency criteria:

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

As discussed in Section 4.4, the proposed Project is consistent with both criteria and impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Criterion 1 pertains to potential violations of the CAAQS and NAAQS. Emission under Alternative 5 would be similar to those produced by the proposed Project and there would be no increase in emissions that would exceed regional significance thresholds for the CAAQS or NAAQS.

As discussed in Section 4.4, growth projections from local general plans are provided to the SCAG and used to produce regional growth forecasts employed in developing future air quality forecasts for the AQMP. Accordingly, development consistent with the City of Long Beach General Plan is considered consistent with the AQMP. No new housing or population growth would occur under Alternative 5, nor would generation of new employment opportunities be sufficiently large enough to exceed current growth forecasts. Alternative 5 would be consistent with the current General Plan and would not exceed the assumptions in the AQMP.

Alternative 5 would not exceed SCAQMD's consistency criteria and would not conflict with or obstruct and applicable air quality plan. Therefore, Alternative 5 would have similar impacts as those produced under the proposed Project during Project construction and less impacts under operation. Thus, impacts would be less than significant. Impacts due to conflicts with applicable air quality plans would be the "same" under Alternative 5 for Project construction and "less" under Project operation than the proposed Project.

AQ-2a) *Cumulatively considerable increase of criteria pollutant in nonattainment area during construction.*

AQ-2b) *Cumulatively considerable increase of criteria pollutant in nonattainment area during operations.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, construction and operation of the proposed Project would result in emissions of criteria pollutants; however, proposed Project construction emissions would not exceed any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Similarly, evaluation of the Tenant Use Options indicate that proposed Project operational emissions would not exceed SCAQMD regional emissions thresholds for the CAAQS or NAAQS. Therefore, construction and operational emissions would not result in a cumulative increase in criteria pollutants or a violation of air quality standards. Impacts to air quality associated with construction and operation of the proposed Project would be less than significant.

Alternative 5 would generate emissions of criteria pollutants similar to those produced by the proposed Project. It is not anticipated that emissions produced under Alternative 5 would exceed

any of the SCAQMD regional significance thresholds for the CAAQS or NAAQS. Accordingly, impacts with would be the “same” under Alternative 5 as under the proposed Project.

- AQ-3a) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during construction.*
- AQ-3b) *Sensitive receptors exposure to non-attainment criteria pollutant concentrations during operations.*
- AQ-3c) *Carbon Monoxide Hotspots.*
- AQ-3d) *Toxic Air Contaminants during construction.*
- AQ-3e) *Toxic Air Contaminants during operation.*

As discussed in Section 4.4, *Air Quality*, of this Draft EIR, SCAQMD localized significance thresholds would not be exceeded during either construction or operation of the proposed Project. In addition, proposed Project traffic would not create or result in a CO “hotspot.” While Project-source TACs would incrementally increase the background cancer risk by a maximum of 1.06 and 7.58 incidents per million population under Tenant Use Option 1 and Tenant Use Option 5, respectively, the maximum incremental risk resulting from the proposed Project is not significant, nor cumulatively considerable. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and any impacts would be less than significant.

Alternative 5 would develop an outdoor parking area for trucks and truck trailers and would generate emissions of pollutants at similar levels during construction Emissions from operation would be less compared to the proposed Project. Accordingly, Alternative 5 would result in lower levels of exposure of pollutant concentrations to sensitive receptors as the proposed Project. Impacts would be “similar” during Project construction and would be “less” under Alternative 5 as under the proposed Project.

- AQ-4) *Other emissions (such as those leading to odors).*

As discussed in Section 4.4, *Air Quality*, the proposed Project does not include land uses typically associated with the emission of objectionable odors. Potential odor sources would include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction practices would minimize odors from construction and emissions would be temporary, short-term, and intermittent in nature. These odors would cease upon completion of construction. During operations, the Tenant Use Options addressed under the proposed Project do not include land uses typically associated with the emission of objectionable odors. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. Proposed Project operations would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions leading to odors associated with construction and operation of the proposed Project would be less than significant.

Alternative 5 would develop an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 construction could temporarily result in potential odors associated with construction equipment usage and the application of asphalt and architectural coating. Alternative 5 operations could result in odors associated with refuse stored in covered containers, similar to the proposed Project. However, operations under Alternative 5 would be required to adhere to the same regulatory requirements pertaining to odors as the proposed Project. Thus, Under Alternative 5, impacts with regard to other emissions such as odors would be the “same” as under the proposed Project.

Biological Resources

BIO-1) Adverse effect on any species identified as a candidate, sensitive, or special status species.

As discussed in Section 4-5, *Biological Resources*, two federally listed and two federal candidate species were identified as having potential to occur in the Project area. Similarly, nine State listed species of special concern with potential for occurrence in the Long Beach quadrangle were also identified. A biological resources survey and habitat assessment completed for the proposed Project characterized the Project site as developed/disturbed. No federal or State-listed plant or wildlife species were observed occurring in the Project area. The potential for finding these species in the vicinity of the Project site is very low. Accordingly, the proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local and regional plans, policies, or regulations, or by the CDFW or USFWS. Impacts would be less than significant.

Alternative 5 would develop an outdoor parking area for trucks and truck trailers and would not have a substantial adverse effect on any species. The biological resources survey prepared for the proposed Project observed no listed or special status species on the Project site. Accordingly, Alternative 5, similar to the proposed Project, would not have adverse effects to species. Impacts would be less than significant and would be the “same” as under the proposed Project.

BIO-2) adverse effect on any riparian habitat or other sensitive natural community.

As discussed in Section 4.5, *Biological Resources*, there are no wetlands or riparian habitats found on or near the proposed Project site. The nearest riparian environment is the Los Angeles River, located approximately 1.5 miles west of the Project site. Project construction would be limited to the Project site and would not affect the concreted, channelized Los Angeles River. The proposed Project includes storm water treatment and other features to utilize stormwater onsite and improve water quality before it enters the City’s stormwater drainage system. Accordingly, impacts on riparian and wetland habitat would be less than significant.

Alternative 5 would not adversely affect riparian habitats or other sensitive natural communities and as there are no such habitats on the Project site. Therefore, impacts to riparian habitat or other sensitive natural communities would be less than significant under Alternative 5 and would be the “same” as under the proposed Project.

BIO-5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

As discussed in Section 4.5, *Biological Resources*, the Project site features ornamental landscaping along Cherry Avenue, including grass, shrubs and 29 mature trees. Landscaping would be removed as part of the proposed Project and replaced with new landscaping, including the planting of 127 new trees throughout the site. The City does not have a tree preservation policy or ordinance; however, LBMC Chapter 14.28 regulates and controls the planting, maintenance, and removal of trees on City streets. As the trees to be removed are located on the proposed Project site and not in the public right-of-way, the proposed Project would not be subject to the City’s regulations governing street trees. Accordingly, the proposed Project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, and impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. This would include removal of all of the existing landscaping. Regardless, this activity would not

conflict with any local policies or ordinances protecting biological resources such as trees. Therefore, impacts involving conflict with policies protecting biological resources would be less than significant under Alternative 5 and would be the “same” as under the proposed Project.

Cultural Resources

CUL-2) Significance of an archaeological resource.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) prepared for the proposed Project indicates that prior to historic and modern development, the archaeological sensitivity of the Project site may have been moderate. However, in its current condition, the Project site has a low potential for intact surface or subsurface archaeological resources due to the level of previous development. Therefore, it is possible archaeological resources were present on the Project site and were not recorded before or during development. Implementation of **Mitigation Measure CUL-1, Inadvertent Discovery of Cultural Resource**, would provide a process for treatment of any archaeological resources inadvertently discovered during proposed Project implementation and would reduce impacts to archaeological resources to less than significant.

Alternative 5 would require upgrading utilities such as electrical, water, sewer, gas, and other services that would result in ground disturbance and may result in inadvertent archaeological discovery. It is assumed that the area of ground disturbance under Alternative 5 would be similar to that for the proposed Project. Alternative 5 would employ Mitigation Measure CUL-1 in the event of an inadvertent discovery of archaeological resources. Accordingly, impacts to archaeological resources under Alternative 5 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

CUL-3) Disturbance of human remains.

As discussed in Section 4.6, *Cultural Resources*, of this Draft EIR, the Archaeological Resources Assessment (see **Appendix F**) indicates that the Project site has a low potential for intact surface or subsurface human remains due to the level of previous development. However, it is possible human remains were present within the Project area and were not recorded before or during development. Implementation of **Mitigation Measure CUL-2, Inadvertent Discovery of Human Remains**, would provide a process for treatment of any human remains inadvertently discovered during Project implementation, including requiring a cessation of construction activity until the County coroner can evaluate the discovery and make the necessary findings. With implementation of this mitigation measure, impacts to human remains would be less than significant.

Alternative 5 would require upgrading utilities such as electrical, water, sewer, gas, and other services that would result in ground disturbance and may result in inadvertent discovery of human remains. It is assumed that the area of ground disturbance under Alternative 5 would be similar to that for the proposed Project. Alternative 5 would employ Mitigation Measure CUL-2 in the event of an inadvertent discovery of human remains. Accordingly, impacts to archaeological resources under Alternative 5 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

Energy

ENG-1) Wasteful, inefficient, or unnecessary consumption of energy resources.

As discussed in Section 4.7, *Energy*, proposed Project construction would consume energy due to fuel use by construction equipment as well as on-road vehicles used by construction employees, vendors, and for hauling materials. It is anticipated that diesel and gasoline would be supplied by existing commercial fuel providers serving the Project area and region. Project construction, including construction-related vehicle trips, would be temporary and would not require ongoing or permanent commitment of diesel fuel or gasoline resources for this purpose. Proposed Project construction would use electricity to power construction trailers, electrical equipment, site lighting, and some construction equipment. However, construction related electricity use would represent a minute percentage of overall demand during Project construction. Project construction would not result in inefficient wasteful, or unnecessary consumption of fuel or electricity.

Proposed Project operations would see vehicle fuel demands under all the Tenant Use Options. All Tenant Use Options would be anticipated to utilize a diesel-powered emergency fire pump. Tenant Use Option 5 would support cold storage uses and would be anticipated to require use of an additional diesel-powered emergency backup generator. All Tenant Use Options would include up to one diesel gas-powered cargo handling port tractor. The proposed Project would not use natural gas during operations. Project operations would consume electricity; however, 100 percent of electrical demand would be offset through use of rooftop solar power for all Tenant Use Options with the exception of Tenant Use Option 5 (High Cube Cold Storage). For Tenant Use Option 5 the proposed Project will participate in community solar programs to offset energy demand not met through rooftop solar power. Overall, construction and operation of the proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would not cause or result in the need for additional energy producing or transmission facilities. Therefore, any impact would be less than significant impact.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would result in consumption of energy during both construction and operations. As Alternative 5 would have a smaller overall scope than the proposed Project, Alternative 5 would use less energy during both construction and operations than the proposed Project. Alternative 5 would not result in inefficient, wasteful, or unnecessary consumption of energy resources and would have less than significant impacts to energy. Impacts to energy resources under Alternative 5 would be “less” than the proposed Project.

ENG-2) Conflict with Plans for renewable energy or energy efficiency.

As discussed in Section 4.7, *Energy*, of this Draft EIR, the proposed Project would not conflict with any State or local plans for renewable energy or energy efficiency. The proposed Project would diversify its portfolio of energy sources by increasing energy from solar sources. One hundred percent of electrical demand would be offset for all Tenant Use Options through the use of rooftop solar power with the exception of Tenant Use Option 5 (High Cube Cold Storage), which would participate in community solar programs to offset energy demand not met through rooftop solar. The proposed Project would comply with applicable standards ensuring that Project-related energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, any impact would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. As with the proposed Project, Alternative 5 would comply with all applicable energy standards and

would not conflict with plans for renewable energy or energy efficiency. As such, Alternative 5 would not conflict with State or local renewable energy or energy efficiency plans and impacts would be less than significant. The impact would be the “same” as the proposed Project.

Geology and Soils

GEO-1) Cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within Southern California, which is a seismically active region, and potential for seismic ground shaking exists at the Project site. However, the proposed Project is not located within an active fault zone, as shown on the Alquist-Priolo Fault Zoning Map. Furthermore, the proposed Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project site because the proposed Project would not involve mining operations, excavation of large areas, or the extraction or injection of oil or groundwater, which could create unstable seismic conditions that would exacerbate ground shaking. Additionally, the proposed Project’s building design and construction must conform to the current seismic design provisions of the LBMC, which incorporates relevant provisions of the 2022 CBC. Therefore, development of the proposed Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault. Impacts would be less than significant.

Alternative 5 would develop a light-industrial building at a smaller scale than the proposed Project. Development of Alternative 5 would comply with seismic design requirements included in the CBC and the requirements of the LBMC. As such, Alternative 5 would have a less than significant impact with regard to strong seismic ground shaking during construction and operation. Impacts would be the “same” as the proposed Project.

GEO-2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project Site and surrounding area are located within a liquefaction zone. In the event of a liquefaction event, there is potential for damage to the proposed building. Accordingly, impacts involving seismic-related ground failure including liquefaction would be potentially significant. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. However, the implementation of **Mitigation Measure GEO-1, Final Geotechnical Site Investigation** and **Mitigation Measure GEO-2, Remedial Site Grading** would be required. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant.

Alternative 5 would comply with seismic design requirements included in the CBC and the requirements of the LBMC. Alternative 5 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts associated with seismic-related ground failure including

liquefaction under Alternative 5 would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-4) Substantial soil erosion or the loss of topsoil.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is largely covered with impermeable surfaces that prevent soil erosion and loss of topsoil. However, development of the proposed Project would require removal and replacement of impermeable surfaces throughout the Project site. This would lead to limited exposure of near surface soils with potential for erosion of these materials. Development of the proposed Project would require compliance with the requirements of the NPDES permit, including preparation of a SWPPP that would include BMPs that would reduce the potential for soil erosion. Upon completion of construction, the Project site would be fully developed with large areas of impermeable surface and minimal areas of landscaping, reducing the potential for erosion to a minimum. Consequently, operational impacts associated with soil erosion and loss of topsoil due to the proposed Project, including all Tenant Use Options, would be less than significant.

Alternative 5 would require removal and replacement of impervious surface to a similar degree as the proposed Project. As such, Alternative 5 would have less than significant impacts in regard to soil erosion or loss of topsoil. Impacts would be the “same” as the proposed Project.

GEO-5) Become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is located within a liquefaction zone and is subject to liquefaction during an earthquake. The proposed Project would comply with seismic design requirements included in the CBC, as well as the requirements of the LBMC. Compliance with the requirements of the CBC and other applicable regulations and standards and implementation of **Mitigation Measure GEO-1** and **Mitigation Measure GEO-2** would reduce potential impacts associated with exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction, to less than significant.

Alternative 5 would comply with seismic design requirements included in the CBC, and the requirements of the LBMC, similar to the proposed Project. Alternative 5 does require the demolition and removal of existing buildings; therefore, the area of ground disturbance would be similar to that for the proposed Project. Regardless, Alternative 5 would employ Mitigation Measure GEO-1 and Mitigation Measure GEO-2. Compliance with the requirements of applicable regulations and standards and implementation of Mitigation Measure GEO-1 and GEO-2 would reduce impacts to less than significant. Accordingly, impacts under Alternative 5 associated with unstable soils would be less than significant and would be the “same” (with mitigation) as the proposed Project.

GEO-6) Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Geotechnical Investigation prepared for the proposed Project determined that soils present onsite are low-to-non-expansive. Accordingly, impacts from expansive soils are less than significant.

Similar to the proposed Project, Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers with low-to-non-expansive soils. Accordingly, impacts under

Alternative 5 associated with expansive soils would be less than significant and would be the “same” as the proposed Project.

GEO-8) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in Section 4.8, *Geology and Soils*, of this Draft EIR, the Project site is currently fully developed and is highly disturbed. The Project site is underlain by several feet of undocumented fill material that has little potential for yielding paleontological resources. However, as implementation of the proposed Project would require remedial grading, there is potential for the discovery of unknown paleontological resources. With implementation of **Mitigation Measure GEO-3, Paleontological Monitoring**, impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would include ground disturbance. Similar to the proposed Project, there is potential for the discovery of unknown paleontological resources. Alternative 5 would employ Mitigation Measure GEO-3. Compliance with Mitigation Measure GEO-3 would reduce impacts to less than significant. Accordingly, impacts under Alternative 5 would be the “same” (with mitigation) as the proposed Project.

Greenhouse Gas Emissions

GHG-1) Generation of GHG emissions.

As discussed in Section 4.9, *Greenhouse Gas Emission*, of this Draft EIR, the consistency of the proposed Project with the CAP is used as the sole basis for determining the significance of the Project’s GHG-related impacts on the environment. Construction and operation of the proposed Project would generate GHG emissions; however, the proposed Project would be in conformance with the CAP. The impact would be less than significant.

Alternative 5 would generate GHG emissions during construction and operations. However, due to its smaller scope, Alternative 5 would generate fewer emissions than the proposed Project, and impacts would be less than significant. Accordingly, impacts under Alternative 5 would be “less” than the proposed Project.

GHG-2) Conflict with applicable plans, policies, regulations, or recommendations.

As discussed in Section 4.9, *Greenhouse Gas Emissions*, of this Draft EIR, the proposed Project would be consistent with the applicable statewide, regional, and local plans, policies, regulations, and recommendations to reduce GHG emissions from development. The impact would be less than significant.

Similar to the proposed Project, Alternative 5 would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHGs and impacts would be less than significant. Accordingly, impacts under Alternative 5 would be the “same” as the proposed Project.

Hazards and Hazardous Materials

HAZ-1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, Construction activities required for the proposed Project would involve excavation, grading, and other ground-disturbing activities, as well as the demolition of existing buildings on-site. However, compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP would reduce impacts to

less than significant. Similarly, proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would have the potential for the routine transport, use, or disposal of hazardous materials during construction and operations. However, construction under Alternative 5 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to the routine transport, use, and disposal of hazardous materials under Alternative 5 would be less than significant impacts under Alternative 5 would be the “same” as the proposed Project.

HAZ-2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, proposed Project construction would involve excavation of soils that may be impacted by hazardous materials. A SMP has been prepared for the proposed Project to manage the safe handling of impacted soils encountered during construction. Furthermore, it is anticipated that the majority of impacted soil would be contained on site and little to no material would be exported. The risk of a release of hazardous materials into the environment due to Project construction is less than significant. Proposed Project operations would involve use of common chemicals; however, compliance with applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential to release contaminants, and impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. The potential for an accidental release of hazardous materials into the environment would be similar to that for the proposed Project. Accordingly, because Alternative 5 would repurpose the site as an outdoor parking area, impacts would be less than significant. As such, the Alternative 5 would have similar less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HAZ-3) Emit hazards resulting from hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the nearest school to the Project site is Harte Elementary School (1671 E. Phillips Street), located approximately 0.23 miles to the southwest. The proposed Project would include the construction of one speculative light-industrial building on land zoned for industrial use. As previously discussed, Project construction would comply with applicable Cal/OSHA regulations, SCAQMD Rules, and NPDES Construction General Permit requirements. Project operations would likely involve use of typical hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Emission or handling of these materials during Project operations would adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Project operations would not emit hazardous

emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Similar to the proposed Project, Alternative 5 would involve typical hazardous materials during Project construction and operations. However, construction under Alternative 5 would be conducted in compliance with CalOSHA standards, SCAQMD Rules, the SWPPP, and the SMP and handling of hazardous materials during operations would comply with applicable regulatory requirements. Accordingly, impacts related to hazardous materials within one-quarter mile of a school would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

HAZ-4) Located on a site which is included on a list of hazardous materials sites.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List). The West Hynes site, located to the immediate north of the Project site, is listed on several environmental databases. The Project site is a historic part of the West Hynes site; however, none of the listings for the West Hynes site pertain to the Project site. Proposed Project construction would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Like the proposed Project, the project under Alternative 5 is not located on a site that is included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5 (Cortese List) and would not include listings for the West Hynes site to the north. Accordingly, construction of Alternative 5 would not create a significant hazard to the public or the environment and impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

HAZ-7) Expose people or structures to a significant loss, injury, or death involving wildfires.

As discussed in Section 4.10, *Hazards and Hazardous Materials*, of this Draft EIR, the Project site is located within an LRA, but is not within a VHFHSZ within the LRA. The nearest VHFHSZ within Los Angeles County is located approximately 10.5 miles west of the Project site. The proposed Project would comply with the current provisions and standards of the CFC to reduce potential wildfire impacts to the proposed development, employees, and surrounding community. Additionally, fire protection would be provided by the LBFD. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Like the proposed Project, Alternative 5 would comply with the current provisions and standards of the CFC and fire protection would be provided by the LBFD. Accordingly, Alternative 5 would have less than significant impacts with regard to fire protection demands. Impacts under Alternative 5 would be the “same” as the proposed Project.

Hydrology and Water Quality

HWQ-1) Violate any water quality standards or waste discharge requirements or degrade surface or ground water quality.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR activities associated with the construction of the proposed Project may require the use of water for dust mitigation. Construction activities for the proposed Project would require a NPDES Construction General Permit. Implementation of the proposed Project could introduce new sources of potential

stormwater pollution, such as cleaning solvents, pesticides for landscaping, and petroleum products. Stormwater, including runoff from the proposed building and designated parking areas, could carry pollutants into public storm drains during operations. The proposed Project would be required to comply with LBMC Section 8.96.130, which requires the development and implementation of structural and non-structural BMPs and with LBMC Chapter 18.74, which requires the preparation of a LID plan. Furthermore, as the proposed Project would redevelop an already developed industrial site, any impacts to surface and groundwater would be similar to existing conditions. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 5 would have less than significant impacts with regard to water quality standards. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-3a) Alter the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, upon completion of construction, the drainage pattern of the Project site would be similar to existing conditions. The proposed Project, including all Tenant Use Options, would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would result in substantial erosion or siltation on- or off-site. The proposed Project would include improved on-site storm drain infrastructure. Furthermore, the proposed Project would be required to prepare an erosion control plan and implement BMPs to minimize on-site and off-site erosion and siltation. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would not substantially alter the existing drainage pattern of the site, nor would it result in substantial erosion or siltation on- or off-site. Accordingly, Alternative 5 would have less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-3b) Alter existing drainage pattern of the site or area in a manner which would result in flooding on- or offsite.

As discussed in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the Project site is located within Zone X, which denotes an area of reduced flood risk due to a levee. The proposed Project would not alter the course of a stream or river, and would not substantially increase impervious surface in a manner that would increase surface runoff that would result in flooding. Furthermore, the proposed drainage design would be reviewed and approved by the City to ensure that the proposed Project does not result in increased flows off-site or otherwise significantly impact downstream drainage facilities. Accordingly, the proposed development would not cause additional flooding or substantial runoff, exceed the capacity of existing drainage facilities, or impede or redirect flood flows such that on-site or off-site areas are significantly impacted. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would not substantially alter the existing drainage pattern of the site in a way that would result in flooding on- or off-site. Accordingly, Alternative 5

would have less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-3c) Alter existing drainage pattern of the site or area in a manner which would result in substantial additional sources of polluted runoff.

As discussed in Section 4.11 *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surface in a manner that would result in substantial additional sources of polluted runoff. On-site runoff would be directed to on-site inlet structures, including catch basins to convey runoff to a stormwater treatment system. Pursuant to LMBC Chapter 18.74, the Proposed Project would be required to implement post-construction BMPs to mitigate pollution during operations and prepare a LID plan, in compliance with the City of Long Beach LID BMP Design Manual. Accordingly, the proposed Project would not cause substantial additional sources of polluted runoff. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would not substantially alter the existing drainage pattern of the site in a way that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, Alternative 5 would have less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-3d) Alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows.

As discussed in Section 4.11, *Hydrology and Water Quality*, the proposed Project would not alter the course of a stream or river and would not substantially increase impervious surfaces in a manner that would result in impediments to or redirection of flood flows. The proposed Project would not introduce new structures or surfaces that would substantially impede or redirect flood flows. Any impact would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would not substantially alter the existing drainage pattern of the site in a way that would impede or redirect flood flows. Accordingly, Alternative 5 would have less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-4) Release pollutants due to project inundation.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project is located approximately 6.25 miles north of the nearest coastline. Per the State of California’s Tsunami Hazard Areas map for Los Angeles County, the Project site is not located in an area at risk of tsunami. The nearest standing body of water is Bouton Lake, approximately 2.1 miles southeast of the Project site at the Lakewood Golf Course in the City of Lakewood. Accordingly, the proposed Project is not within a zone with risk of seiche. There is minimal risk of release of pollutants due to project inundation. Impacts would be less than significant.

Similar to the proposed Project, Alternative 5 is not in a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to inundation. Accordingly, Alternative 5 would have less than significant impacts. Impacts under Alternative 5 would be the “same” as the proposed Project.

HWQ-5) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

As described in Section 4.11, *Hydrology and Water Quality*, of this Draft EIR, the proposed Project would comply with the City of Long Beach's Stormwater and Runoff Pollution Control Ordinance, as well as the current MS4 permit (NPDES Permit No. CAS004003). Furthermore, the proposed Project would also be required to comply with LBMC Section 18.74, which requires the preparation of a LID plan. Therefore, the proposed Project, including all Tenant Use Options, would not conflict with or obstruct sustainable groundwater management plans. Impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Construction activities would be similar to those undertaken for the proposed Project and would require an NPDES, compliance with the requirements of the LBMC, including BMPs and preparation of a LID Plan. Accordingly, the Alternative 5 would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. Impacts under Alternative 5 would be the "same" as the proposed Project.

Land Use and Planning

LUP-2) Conflict with any land use plan, policy or regulation.

As described in Section 4.12, *Land Use and Planning*, of this Draft EIR the proposed Project would not conflict with any land use plan, policy, or regulation. The Project would be consistent with the Project site's NI PlaceType designation, the Project would replace the existing heavy industrial use with a light industrial use, thus implementing the City's vision for the area. The proposed Project would also be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. Therefore, impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would be consistent with the City's General Plan, zoning code, and other applicable land use plans, policies, or regulations. Accordingly, Alternative 5 would have less than significant impacts. Impacts under Alternative 5 would be the "same" as the proposed Project.

Noise

NOI-1a) Noise levels in excess of standards – construction.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with Project construction would exceed applicable standards at noise sensitive receptor locations R4, R5, and R6. However, implementation of the following mitigation measures would reduce potential impacts associated with construction noise to less than significant (after mitigation):

- **Mitigation Measure MM NOI-1, Noise Control Barrier**
- **Mitigation Measure MM NOI-2, Construction Hours**
- **Mitigation Measure MM NOI-3, Equipment Mufflers**
- **Mitigation Measure MM NOI-4, Equipment Location**
- **Mitigation Measure MM NOI-5, Staging Areas**
- **Mitigation Measure MM NOI-6, Delivery Hours**
- **Mitigation Measure MM NOI-7, Electric Equipment**
- **Mitigation Measure MM NOI-8, Construction Site Noise Limits**

As discussed in Section 4.14, *Noise*, of this Draft EIR, operational and operational traffic noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Alternative 5 would require excavation similar to the proposed Project and would employ Mitigation Measures NOI-1 through NOI-8. Implementation of Mitigation Measures NOI-1 through NOI-8 would reduce impacts to less than significant (with mitigation). Impacts under Alternative 5 would be the “same” as the proposed Project.

NOI-1b) Noise levels in excess of standards – operations.

Stationary noise impacts associated with operations are generally attributed to activities such as use of loading docks, tractor trailer parking, truck movement, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, vehicle back up alarms, and parking lot sweepers. As discussed in Section 4.14, *Noise*, in this Draft EIR, the Proposed Project operational noise would not exceed the applicable noise standards, and operational noise impacts are considered less than significant at the nearby sensitive receiver locations. To demonstrate compliance with local noise regulations, maximum noise levels from proposed Project operations were also calculated at nearby sensitive receiver locations. Proposed Project operational noise would not exceed the applicable noise level standards and peak operational noise impacts are considered less than significant at the sensitive receiver locations.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Operational noise would be greater than the proposed Project under Alternative 5, because this Alternative would not include buildings that would provide shielding of onsite noise to offsite receptors. Accordingly, impacts under Alternative 5 would be the “greater” than the proposed Project.

NOI-1c) Noise levels in excess of standards – project truck operations.

As discussed in Section 4.14, *Noise*, of this Draft EIR, noise impacts associated with proposed Project operational traffic was analyzed for Tenant Use Option 1, representing a worst-case scenario. The analysis indicates that Tenant Use Option 1 traffic would contribute additional noise between CNEL 0.0 to 0.8 dBA to the noise sensitive receiver locations. However, traffic noise level increases associated with Tenant Use Option 1 would not exceed the CNEL 1.5 dB significance threshold at sensitive receiver locations R1 through R10 and R12 or the CNEL 3 dB significance threshold at sensitive receiver locations R11 and R13. Therefore, impacts from proposed Project truck operations noise would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar levels of operational traffic would be anticipated and impacts from truck operations noise would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

NOI-2) Excessive groundborne vibration or groundborne noise levels.

As discussed in Section 4.14, *Noise*, of this draft EIR, construction activities at the Project Site have the potential to generate groundborne vibration. However, proposed Project construction-related vibration impacts would not exceed impact thresholds and impacts would be less than significant. Truck activity associated with proposed Project operations would produce groundborne vibration; however, vibration impacts would not exceed impact thresholds and impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Similar to the proposed Project, Alternative 5 would have less significant structural vibration impacts to nearby buildings and human annoyance impacts to nearby vibration-sensitive receptor locations. Similar levels of operational traffic would be anticipated. Alternative 5 would result in truck activity which would not result in excessive ground-borne vibrations in excess of that produced by the proposed Project. Therefore, vibration impacts associated with construction and operations under Alternative 5 would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

Population and Housing

POP-1) 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).

As discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project, including all Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in indirect population growth within the city. Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth. Impacts would be less than significant.

Alternative 5 would utilize construction workers and future employees from the same labor source as the proposed Project and it is anticipated that these workers would reside within the city and surrounding area, and commute to work. Similar to the proposed Project, Alternative 5 would not induce substantial population growth through the extension of roads or other infrastructure. Accordingly, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

Public Services

PUB-1) Fire protection.

As discussed in Section 4.16, *Public Services- Fire Protection*, of this Draft EIR, proposed Project demand for fire protection and response during construction would be less than significant. The Project would be constructed pursuant to CFC requirements and industry standards that include regulatory requirements that would aid in fire safety and support fire suppression activities such as a fire protection system, automatic fire sprinklers, paved access, and required aisle widths that would be subject to review by the LBFD. Because the Project site is zoned for industrial development consistent with the proposed Project, it should be assumed that impacts to fire protection services as a result of the proposed Project are considered as part of the General Plan Land Use Element/Urban Design Element Environmental Impact Report analysis. Therefore, the Project would not create an unforeseen demand on fire protection services. Accordingly, the proposed Project would not result in the need for new or physically altered fire protection facilities, and any impact to fire protection would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would result in a similar level of demand on fire protection services during construction and operations as the proposed Project. Alternative 5 would not result in a substantial increase in demand for fire protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

PUB-2) Police services.

As discussed in Section 4.16, *Public Services – Police Protection*, of this Draft EIR, Police facilities and services are provided by the LBPB. The North Division station is located at 4891 Atlantic Avenue, approximately 1.5-miles southwest of the Project site. The proposed Project is unlikely to have a substantial effect on the existing ratio of police officers to residents and would result in a nominal increase on the demand for police protection services. Accordingly, the proposed Project is unlikely to necessitate new or physically altered police protection facilities. It is likely that the proposed Project, including all Tenant Use Options, when compared to existing conditions, could generate more service calls to the LBPB due to an increase in employees and visitors to the site. However, it is unlikely the proposed Project would generate the number of calls necessary to negatively affect service ratios, response times, or other police department performance objectives. Accordingly, the proposed Project, including all Tenant Use Options, would not result in the need for new or physically altered police department facilities, and any impact to police protection would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and demand on police services during construction and operations would be similar to the proposed Project. The effect on the existing ratio of police officers to residents and resulting nominal increase on the demand for police protection services would be similar to that under the proposed Project. Alternative 5 would not result in an increase demand for police protection services. Accordingly, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

PUB-3) Schools.

As discussed in Section 4.16, *Public Services - Schools*, of this Draft EIR, the proposed Project would develop a new industrial building and would not require development of new housing. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project would reside within the city and immediately surrounding area. Therefore, the proposed Project, including all Tenant Use Options, is not anticipated to result in substantial, unplanned population growth. It is not anticipated that the proposed Project, including all Tenant Use Options, would generate any new students nor increase demand for school services. Payment of impact fees in compliance with State law would mitigate any impacts to school facilities. Therefore, impacts would be less than significant.

Similar to the proposed Project, Alternative 5 would not require development of new housing resulting in population gain. The effect on schools would be similar to that under the proposed Project. Alternative 5 would not result in an increase demand for school services. Accordingly, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

PUB-4) Parks.

As discussed in Section 4.16, *Public Services – Parks*, of this Draft EIR, there are six parks located within one mile of the Project site. The proposed Project is non-residential and as discussed in Section 4.15, *Population and Housing*, of this Draft EIR, it is anticipated that future employees would reside within the city and immediately surrounding area. The proposed Project, including all Tenant Use Options, is not anticipated to affect service ratios, response times, or other performance objectives for parks and would not require the construction of any new or altered park facility. Therefore, impacts to parks would be less than significant.

Similar to the proposed Project, Alternative 5 would not require development of new housing resulting in population gain that would place increased demand on parks. The effect on parks would be similar to that under the proposed Project. Accordingly, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

PUB-5) Other services.

As discussed in Section 4.16, *Public Services - Other Services*, of this Draft EIR, the closest library to the Project site is the Michelle Obama Neighborhood Library, located approximately 0.9 mile to the west. As discussed in Section 4.15, *Population and Housing*, it is anticipated that future employees of the proposed Project, including all Tenant Use Options, would reside within the city and immediately surrounding area. The proposed Project would not result in substantial unplanned population growth, affecting service ratios, response times, or other performance objectives for other services such as libraries. Therefore, impacts to other services would be less than significant.

Alternative 5 would not result in unplanned population growth that would see an increase in demand on other services such as libraries. Impacts to other services under Alternative 5 would be similar to the proposed Project. Therefore, impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

Recreation

REC-1) Increase the use of existing neighborhood and regional parks or other recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR the proposed Project, including all Tenant Use Options, does not include residential components, and it is anticipated that future employees would reside within the City and immediately surrounding area. Accordingly, the proposed Project would not result in an increase in population. Therefore, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park or other recreational facility, and any impact would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would not result in unplanned population growth. Impacts to recreational facilities under Alternative 5 would be similar to the proposed Project. As such, Alternative 5 would have less than significant impacts on neighborhood and regional parks. Impacts under Alternative 5 would be the “same” as the proposed Project.

REC-2) Construction or expansion of recreational facilities.

As discussed in Section 4.17, *Recreation*, of this Draft EIR, the proposed Project would involve the development of an industrial building and does not include the development of on-site recreational facilities. Therefore, the proposed Project, including all Tenant Use options, would not require the construction of new or expansion of existing recreational facilities that would result in an adverse physical effect on the environment. Any impact would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts to recreational facilities under Alternative 5 would be similar to the proposed Project. As such, Alternative 5 would

have less than significant impacts on recreational facilities. Impacts under Alternative 5 would be the “same” as the proposed Project.

Transportation

TRA-1) Conflict with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities.

As discussed in Section 4.18, Transportation, of this Draft EIR, Project construction would be confined to the bounds of the affected parcels and would not affect or alter off-site transportation facilities, including transit, bicycle, and pedestrian facilities. Accordingly, Project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Similarly, project operations would not affect or alter off-site transportation facilities. As the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, impacts would be less than significant.

Similar to the proposed Project, construction and operations under Alternative 5 would be limited to the Project site and would not affect off-site transportation facilities. Accordingly, impacts related to potential conflicts with programs, plans, ordinances or policies addressing the circulation system would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

TRA-2) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

As discussed in Section 4.18, *Transportation*, of this Draft EIR, all of the Tenant Use Options considered for the proposed Project would exceed a VMT threshold. Therefore, impacts would be significant and unavoidable. Implementation of mitigation would not reduce this impact and it would remain significant and unavoidable.

Alternative 5 would demolish the existing buildings to repurpose the site as an outdoor parking area which would provide overflow or excess trailer parking to serve nearby warehouses and distribution facilities. VMT would be reduced under Alternative 5 as compared to the proposed Project because the truck trips are expected to be local serving. Impacts under Alternative 5 would be “less” than the proposed Project.

TRA-3) Design hazards.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not substantially increase hazards or conflicts due to a geometric design feature or incompatible land use. The Project proposes site access via two driveways on Cherry Avenue. The proposed Project driveways and internal drive aisles would be constructed pursuant to City’s design standards and subject to review by the LBFD. All circulation improvements would be constructed as approved by the City’s Public Works Department. Project construction traffic would be subject to a construction TMP that would limit potential traffic impacts. Accordingly, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible land use and impacts would be less than significant.

Access to the Project site would be similar under Alternative 5 as under the proposed Project. Construction traffic would be managed with a TMP, and driveways and internal drive aisles would be constructed pursuant to City’s design standards, subject to review by the LBFD, and require approval by the City’s Public Works Department. Accordingly, impacts under Alternative 5 would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

TRA-4) Emergency access.

As discussed in Section 4.18, *Transportation*, of this Draft EIR, the Project would not result in inadequate emergency access during construction and operations. The proposed driveways on Cherry Avenue would be stop controlled for exiting traffic and would allow for full turning movements. The proposed Project driveways and internal drive aisles would be constructed pursuant to the City's design standards and subject to review by LBFD. Through compliance with LBFD access requirements, adequate emergency access to the Project site would be provided. Project impacts concerning emergency access would be less than significant.

Emergency access to the Project site would be similar under Alternative 5 as under the proposed Project. Driveways and internal drive aisles would be constructed pursuant to City's design standards and subject to review by the LBFD. Accordingly, impacts under Alternative 5 would be similar to the proposed Project and less than significant. Impacts under Alternative 5 would be the "same" as the proposed Project.

Utilities and Service Systems

UTI-1) 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.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project will not require the construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Therefore, impacts associated with both construction and operation of the proposed Project would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would not include new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities offsite. Accordingly, Alternative 5 would have less than significant impacts related to these facilities. Impacts under Alternative 5 would be the "same" as the proposed Project.

UTI-2) Sufficient water supplies available to serve the project and reasonably foreseeable future development.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, the LBWD has indicated that it can provide adequate water supply to its service area. As such, it is anticipated that the LBWD would have adequate water supply to serve the proposed Project during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would have similar demands to water services as the proposed Project. Accordingly, Alternative 5 would have less than significant impacts related to water supplies. Impacts under Alternative 5 would be the "same" as the proposed Project.

UTI-3) Wastewater provider inadequate capacity to serve projected demand.

As discussed in Section 4.20, *Utilities and Services Systems*, of this Draft EIR, A.K Warren Water Resource Facility and Long Beach Water Reclamation Plant would have adequate capacity to treat the wastewater produced by Project operations. Furthermore, the Project would not require or result in the relocation or construction of new or expanded treatment facilities. Impacts related to wastewater generation would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would generate similar amounts of wastewater as the proposed Project. Accordingly, Alternative 5 would have less than significant impacts to wastewater capacity as the proposed Project and impacts would be less than significant. Impacts under Alternative 5 would be the “same” as the proposed Project.

UTI-4) Generate solid waste in excess of State and local standards.

UTI-5) Comply with federal, state, and local management, and reduction statues and regulations related to solid waste.

As discussed in Section 4.20, *Utilities and Service Systems*, of this Draft EIR, the proposed Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, and would comply with CALGreen, State regulations, and City regulations regarding solid waste management. Accordingly, any impacts would be less than significant.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers and would generate similar amounts of solid waste as the proposed Project. Accordingly, Alternative 5 would have less than significant impacts related to solid waste. Impacts under Alternative 5 would be the “same” as the proposed Project.

Relationship of the Alternative to Project Objectives

In comparison to the proposed Project, Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. This Alternative is anticipated to provide overflow or excess trailer parking for nearby warehouses and/or distribution facilities that would be seeking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. Alternative 5 would demolish the existing structures and landscaping and develop a paved truck/trailer parking area featuring up to 460 parking stalls, 8 feet high security fencing, a guard house, perimeter lighting, landscaping, site drainage, driveway, and internal lane improvements. Alternative 5 would not meet the following Project objective:

- To support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region.
- To replace existing underutilized buildings with a new state-of-the-art industrial building that meets the current California Building Code and California Green Building Code Standards.
- To redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City’s tax base.

Alternative 5 would partially meet the following Project objectives:

- To encourage development that will attract new businesses to the City of Long Beach.
- To promote development that will generate both short-term and long-term employment opportunities for the community.
- To encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

5.6 Alternatives Considered but Rejected

Section 15126.6(c) of the CEQA Guidelines requires EIRs to describe a reasonable range of alternatives. This includes any alternatives that were considered but ultimately rejected as infeasible. The reason for rejecting these alternatives should be briefly described. Factors to consider in eliminating alternatives from detailed consideration in an EIR include failure to meet most of the basic project objectives, infeasibility, and inability to avoid significant environmental impacts.

As discussed above, CEQA requires that alternatives evaluated in an EIR be potentially feasible. CEQA defines feasibility as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors” (Pub. Res. Code Section 21061.1). Section 15126.6(f)(1) of the CEQA Guidelines identifies the factors to be considered when addressing the feasibility of alternatives, including site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site. Finally, alternatives that would neither avoid nor substantially lessen any of the significant unavoidable environmental effects of a project do not need to be evaluated in an EIR.¹ These alternatives can be considered infeasible. Considering these factors, the following alternatives were considered and rejected as infeasible.

5.6.1 Commercial Development Alternative

Redeveloping the Project site with commercial uses was considered. This alternative would not meet the Project objectives, specifically to replace existing underutilized buildings with a new state of the art industrial building that meets the current California Building Code and California Green Building Code Standards, to redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City’s tax base, and to support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region. There is underutilized commercial development to the immediate south of the Project site. Development of new commercial use adjacent to existing, underutilized commercial use would also not meet the Project objectives. Finally, redevelopment of the Project site for commercial use would include similar environmental impacts as the proposed Project, including impacts to cultural resources, geology and soils, and noise. Taking these factors into consideration, a commercial development alternative was not carried forward for further analysis.

5.6.2 Residential Development Alternative

Redeveloping the Project site with residential use was considered. This alternative would not meet any of the Project objectives. Furthermore, the Project site is a former industrial site, zoned for industrial use, and surrounded by similar industrial uses. Redevelopment of the Project site for residential use would include similar, if not greater environmental impacts as the proposed Project, including impacts to cultural resources, geology and soils, and noise. Taking these factors into consideration, a residential development alternative was not carried forward for further analysis.

¹ *City of Maywood v. Los Angeles Unified School District*, (208 Cal.App.4th 362, 419) (2012).

5.7 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. Selection of an environmentally superior alternative is based on comparison of the alternatives to determine which among the alternatives would reduce or eliminate the impacts associated with the Project to the greatest degree. The comparative impacts of the Project and the Project Alternatives are summarized in **Table 5-1: Comparison of the Impacts of the Project and Alternatives**.

Of the alternatives analyzed in this Draft EIR, Alternative 1, would be considered the environmentally superior alternative because it would not involve new development and assumes that the Project site would operate under existing conditions. Although Alternative 1 would not meet any of the Project objectives, it would avoid all of the proposed Project’s potentially significant impacts and would have reduced impacts compared to the proposed Project. However, because Alternative 1 has been identified as the environmentally superior alternative, identification of another environmentally superior alternative is required.

Alternative 2: Adaptive Reuse of Existing Building - Industrial, Alternative 3: Adaptive Reuse of Existing Building – Office, Alternative 4: Reduced Project Alternative, and Alternative 5: Outdoor Truck/Trailer Storage would have the potential to impact archeological resources and human remains. All four alternatives would potentially expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction. All four alternatives have the potential to encounter a unique paleontological resource. Similar to the proposed Project, all four alternatives would result in less than significant impacts after mitigation.

Alternative 2, Alternative 4, and Alternative 5 would include daytime and nighttime project operations that would have similar less than significant impacts as the proposed Project associated with generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. Similarly, Alternative 2, Alternative 4, and Alternative 5 would have similar less than significant impacts as the proposed Project associated with generation of groundborne vibration. Alternative 3 would adaptively reuse the existing main building for office purposes and would not generate substantial temporary or permanent noise or increased vibration due to Project operations. Similarly, Alternative 2 and Alternative 4 would result in similar levels of VMT as the proposed Project due to Project operations and would result in significant and unavoidable impacts. Alternative 5 would result in less VMT than the proposed Project due to Project operations and would result in less than significant impacts. Alternative 3 would not include similar operations and would result in lower VMT compared to the proposed Project. Alternative 3 would be the environmentally superior alternative.

Alternative 2 would not meet the Project objective to replace existing underutilized buildings with a new industrial building that meets the current California Building Code and California Green Building Code Standards. Nor would it meet the objective to support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region. Alternative 2 would partially meet the Project objectives to promote development that will generate both short-term and long-term employment opportunities for the community, to encourage development that will attract new businesses to the City of Long Beach, to redevelop an underutilized parcel with a new industrial building that will attract increased

business, contributing to the City's tax base, and to encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

Alternative 4 would reduce the proposed light-industrial building by two-thirds. Alternative 4 would redevelop the Project site with a new light-industrial building suitable for any of the Tenant Use Options described in Section 2, *Tenant Use Options*. However, the reduced size of the proposed building could make it a less attractive space under any of the Tenant Use Options. Alternative 4 would not meet the objective to support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region. Alternative 4 would partially meet the Project objectives to replace existing underutilized buildings with a new industrial building that meets the current California Building Code and California Green Building Code Standards, to redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base, to promote development that will generate both short-term and long-term employment opportunities for the community, to encourage development that will attract new businesses to the City of Long Beach, and to encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

Alternative 5 would repurpose the site as an outdoor parking area for trucks and truck trailers. Alternative 5 would not meet the objective to support development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region. Alternative 5 would also not meet the Project objectives to replace existing underutilized buildings with a new industrial building that meets the current California Building Code and California Green Building Code Standards, redevelop an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base, and encourage development that will attract new businesses to the City. Alternative 5 would partially promote development that will generate both short-term and long-term employment opportunities for the community and encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

Alternative 3 would be the environmentally superior alternative; however, Alternative 3 would not meet several of the Project objectives, including replacement of existing underutilized buildings with a new industrial building that meets the current California Building Code and California Green Building Code Standards, redevelopment of an underutilized parcel with a new industrial building that will attract increased business, contributing to the City's tax base, and development of a new industrial building that will attract high quality tenants and that will be competitive with similar facilities across the region. Alternative 3 would partially meet three Project objectives: to promote development that will generate both short-term and long-term employment opportunities for the community and to encourage development that will attract new businesses to the City of Long Beach, and to encourage high quality development that derives benefit from the local transportation network and the close proximity of the Ports of Long Beach and Los Angeles.

TABLE 5-1: COMPARISON OF THE IMPACTS OF THE PROJECT AND ALTERNATIVES

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
Aesthetics						
AES-1: Would the project have a substantial adverse effect on a scenic vista	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
AES-2: 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	No Impact	No Impact	No Impact	No Impact	No Impact
AES-3: Would the project, if in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
AES-4: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Less)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Agriculture and Forestry Resources						
AG-1: 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	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
AG-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
AG-3: 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	No Impact	No Impact	No Impact	No Impact	No Impact
AG-4: Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
AG-5: 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	No Impact	No Impact	No Impact	No Impact	No Impact
Air Quality						
AIR-1a: Conflict with Air Quality Management Plan during construction?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
AIR-1b: Conflict with Air Quality Management Plan during operation?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
AIR-2a: Cumulatively Considerable Increase of Criteria Pollutant in Nonattainment Area during construction?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
AIR-2b: Cumulatively Considerable Increase of Criteria Pollutant in Nonattainment Area during operation?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (less)	Less than Significant Impact (Less)
AIR-3a: Sensitive Receptors Exposure to Non-Attainment Criteria Pollutant Concentrations during construction?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
AIR-3b: Sensitive Receptors Exposure to Non-Attainment Criteria Pollutant Concentrations during operation?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
AIR-3c: Carbon Monoxide Hotspots?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
AIR-3d: Toxic Air Contaminants during construction?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
AIR-3e: Toxic Air Contaminants during operation?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
Air-4: Odors?	Less than Significant	No Impact	Less than Significant (Same)	Less than Significant (Same)	Less than Significant (Same)	Less than Significant Impact (Same)
Biological Resources						
BIO-1: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
BIO-2: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
BIO-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
BIO-4: 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?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
BIO-5: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
BIO-6: 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	No Impact	No Impact	No Impact	No Impact	No Impact
Cultural Resources						
CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant Impact with Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)
CUL-3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant Impact with Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)
Energy						
ENG-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
ENG-2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency??	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Geology and Soils						
GEO-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault or strong seismic ground shaking?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
GEO-2: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction?	Less than Significant Impact with Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)
GEO-3: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
GEO-4: Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
GEO-5: 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 with Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)
GEO-6: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
GEO-7: 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	No Impact	No Impact	No Impact	No Impact	No Impact
GEO-8: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant Impact with Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
Greenhouse Gas Emissions						
GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)
GHG-2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Hazards and Hazardous Materials						
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HAZ-2: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HAZ-3: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
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?						
HAZ-6: Impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildfires?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Hydrology and Water Quality						
HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HWQ-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
HWQ-3a: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Threshold HWQ-3b: 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	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?						
HWQ-3c: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HWQ-3d: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HWQ-4: Would the project if in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Land Use and Planning						
LUP-1: Would the project physically divide an established community?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
LUP-2: 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?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Mineral Resources						
MIN-1: Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
MIN-2: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Noise						
NOI-1a: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Construction)	Less than Significant Impact With Mitigation	No Impact	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)	Less than Significant Impact with Mitigation (Same)
NOI-1b: 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? (Operations)	Less than Significant Impact	No Impact	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Less)	Less than Significant Impact (Greater)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
NOI-1c: 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? (Nighttime Project Operations)	Less than Significant	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Less)	Less than Significant (Same)	Less than Significant Impact (Same)
NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	No impact	Less than Significant Impact (Same)	Less than Significant Impact (Less)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Population and Housing						
POP-1: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
Public Services						
PUB-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
PUB-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
PUB-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?						
PUB-5: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other services?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Recreation						
REC-1: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
REC-2: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Transportation						
TRA-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
TRA-2: Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Significant and Unavoidable Impact	No Impact	Significant and Unavoidable Impact (Same)	Less than Significant Impact	Significant and Unavoidable Impact (Same)	Less than Significant Impact
TRA-3: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
TRA-4: Would the project result in inadequate emergency access?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Tribal Cultural Resources						
TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
TCR-2: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?						
Utilities and Service Systems						
UTI-1: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
UTI-2: 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	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
UTI-3: Would the project result in a determination by the wastewater treatment provider which services of may serve the project that is has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitment?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
UTI-4: Generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Adaptive Reuse of Existing Buildings – Industrial	Alternative 3: Adaptive Reuse of Existing Buildings – Office	Alternative 4: Reduced Project	Alternative 5: Outdoor Truck/Trailer Storage
UTI-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No Impact	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)	Less than Significant Impact (Same)
Wildfires						
WF-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
WF-2: Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
WF-3: Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
WF-4: Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

6. Other CEQA Considerations

This section summarizes the findings of the Draft EIR with respect to irreversible environmental changes; significant and unavoidable environmental impacts; potential secondary effects related to Project mitigation; growth inducing impacts; and effects found to be less than significant.

6.1 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. As determined throughout Chapter 4, *Environmental Analysis*, of this Draft EIR, the proposed Project's significant impacts identified for Cultural Resources, Geology and Soils, and Noise, are all addressed through mitigation measures that reduce impacts to less than significant levels. However, significant impacts identified for Transportation remain significant and unavoidable with mitigation incorporated. Accordingly, the proposed Project would have significant and unavoidable impacts.

6.2 Irreversible Environmental Changes

CEQA Guidelines Section 15126(c) requires an EIR to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. CEQA Guidelines 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

The proposed Project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the proposed Project and would continue throughout its operational lifetime. Proposed Project development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the proposed Project Site. Proposed Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable.

Energy resources needed for the construction and operation of the proposed Project would contribute to the incremental depletion of renewable and nonrenewable resources. Resources, such as timber used building construction are generally considered renewable and would ultimately be replenished. Nonrenewable resources, such as petrochemical construction materials, steel, copper, lead, and other metals, gravel, concrete, and other materials, are typically considered finite and would not be replenished over the lifetime of the proposed Project. Furthermore, nonrenewable fossil fuels such as gasoline and diesel would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site. As stated in Section 4.6, *Energy*, of this Draft EIR, proposed Project

construction would utilize energy for necessary on-site activities and to transport construction materials, excavated fill, and demolition debris to and from the Project site. Proposed Project construction would implement idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus reduce the proposed Project's construction-related energy use. Proposed Project construction fuel would consist of gasoline and diesel. Proposed Project construction would be temporary and would not require ongoing or permanent commitment of diesel fuel resources for this purpose. Construction equipment would conform to CARB regulations and California emissions standards. In addition, there are no unusual, proposed Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies).

Proposed Project operations would continue to expend nonrenewable resources that are currently consumed within the City. Energy consumption associated with proposed Project operations would include transportation fuel consumed by passenger cars and trucks operating from the Project site, fuel demands from operational equipment, and facilities energy demands generated by building operations and site maintenance activities. Project building operations for tenant Use Options 1 through 4 and 6 and 7 would offset 100 percent of electricity consumed through solar power generated by a rooftop solar array that is a Project Design feature. Tenant Use Option 5 would offset most electrical use and purchase electrical power not generated on-site through a renewable electrical source provided by SCE. None of the Tenant Use options would use natural gas. The proposed Project would be consistent with the 2022 Title 24 standards and applicable CALGreen Code Requirements.

The proposed Project would not affect access to existing resources, nor interfere with the production or delivery of such resources. The Project site is currently developed and contains no known energy resources that would be precluded from future use through proposed Project implementation. Based on the above, the proposed Project's irreversible change to the environment related to the consumption of nonrenewable resources would be significant.

6.3 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The proposed Project is located on underutilized land in a highly urbanized area that is well-served by existing infrastructure. The proposed Project would demolish the existing industrial facility which includes eight single-story buildings, ranging from 2,400 to 33,100 SF, and develop a new 304,344 SF tilt-up light-industrial building with associated parking and landscaping. As discussed in Section 4.14, *Population and Housing*, of this Draft EIR, it is anticipated that construction workers and future employees of the proposed Project would reside within the city and surrounding area, and commute to work. The proposed Project would include the construction of an industrial building and associated on-site improvements. The proposed Project, including all

Tenant Use Options, would not include components such as the extension of roads or existing infrastructure that would result in the indirect population growth within the city.

Therefore, the proposed Project, including all Tenant Use Options, would not induce substantial unplanned population growth and would not eliminate impediments to growth. Consequently, the Project would not foster growth inducing impacts.

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