

Draft

# TESORO CALCINER DEMOLITION PROJECT

Initial Study/Mitigated Negative Declaration

Port of Long Beach  
Harbor Development Permit Application No. 23-004





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## Initial Study/Mitigated Negative Declaration

Port of Long Beach  
Harbor Development Permit Application 23-004

Prepared for  
Port of Long Beach  
415 W. Ocean Boulevard  
Long Beach, California 90802

June 2024

633 West 5th Street  
Suite 830  
Los Angeles, CA 90071

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# Acronym List

<b>Acronym</b>	<b>Definition</b>
AB3180	Cortese Bill
AB52	Assembly Bill 52 (Chapter 532, Statutes 2014)
ACM	Asbestos-containing materials
Af	Artificial fill
Air Basin	South Coast Air Basin
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ASR	Application Summary Report
AST	Above ground Storage Tank
Basin Plan	The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
bgs	Below ground surface
BMPs	Best Management Practices
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Services
CalGEM	California Geologic Energy Management Division
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCA	California Coastal Act
CCAR	California Climate Action Registry
CC	Community Commercial
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CEC-A15	California Annual Retail Fuel Outlet Results
CEQA	California Environmental Quality Act
CGS	California Geological Survey

<b>Acronym</b>	<b>Definition</b>
CH <sub>4</sub>	Methane
CHRIS	California Historical Resources Information System
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2e</sub>	Carbon dioxide equivalent
CY	Cubic yards
dB	Decibels
dBA	A-weighted sound pressure level
DHS	California Department of Health Services
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DT	Downtown
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
EQ Zapp	California Earthquake Hazards Zone Application tool
EIR	Environmental Impact Report
EMFAC	Emission factor modelling software
ESHA	Environmentally Sensitive Habitat Area
FEMA	Federal Emergency Management Agency
FT	Feet
FTA	Federal Transit Administration
Gabrielino Tongva	Gabrielino Tongva Indians of California Tribal Council
GHG	Greenhouse Gas
GWP	Global warming potential
HAPC	Habitat Area of Particular Concern
HDP	Harbor Development Permit
HFCs	Hydrofluorocarbons
HFRA	High Fire Risk Area
HMTA	Hazardous Materials Transportation Act
I-710	Interstate 710
I	Industrial
IP	Port-related Industrial
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
Kizh Nation	Gabrieleño Band of Mission Indians - Kizh Nation
LACM	Natural History Museum of Los Angeles County



<b>Acronym</b>	<b>Definition</b>
LACSD	Sanitation Districts of Los Angeles County
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
LBMC	Long Beach Municipal Code
LBP	lead-based paint
LBUSD	Long Beach Unified School District
L <sub>dn</sub>	Day-night average sound level
L <sub>eq</sub>	Equivalent continuous sound pressure level
LOS	Level of Service
M3-1VL	Heavy Industrial
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MRF-L	Multi-Family Residential-Low
MRF-M	Multi-Family Residential-Moderate
MSA	Magnuson-Stevens Act
MTCO <sub>2e</sub>	10,000 metric ton of CO <sub>2e</sub>
N	Founding and Contemporary Neighborhood
N <sub>2</sub> O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NC-L	Neighborhood-serving Center or Corridor-Low
NC-M	Neighborhood-serving Center or Corridor-Low
NF <sub>3</sub>	Nitrogen trifluoride
NI	Neo-Industrial
NID	National Inventory of Dams
NO <sub>x</sub>	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OS	Open Space
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCBs	Polychlorinated biphenyls
PFCs	Perfluorocarbons
PM <sub>2.5</sub>	Particulate matter with diameters of 2.5 microns or less

<b>Acronym</b>	<b>Definition</b>
PM10	Particulate matter with diameters of 10 microns or less
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
PRC	Public Resources Code
PPE	Personal protective equipment
PPM	Parts per million
Qoa	Older Alluvium
Qya2	Younger Quaternary Alluvium (unit 2)
Qyf	Young fans
RCRA	Resource Conservation and Recovery Act
REC	Recognized environmental conditions
RECLAIM	Regional Clean Air Incentives Market
ROG	Reactive Organic Gases
RSF	Regional Serving Facility
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCAQMD Rule 403	Fugitive dust
SCCIC	South Central Coast Information Center
SCE	Southern California Edison Company
SEA	Significant Ecological Areas
SF	Square Feet
SF <sub>6</sub>	Sulfur hexafluoride
SLF	Sacred Lands File
Smog	Sulfate and nitrate particulates
SMP	Site Management Plan
SO <sub>2</sub>	Sulfur dioxide
SO <sub>x</sub>	Sulfur oxides
SoCalGas	Southern California Gas Company
SR	State Route
SR 1	Pacific Coast Highway
SR 103	State Route 103 Terminal Island Freeway
SRA	Source receptor area

<b>Acronym</b>	<b>Definition</b>
SVOC	Semi-volatile organic compounds
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
Tesoro	Tesoro Refining and Marketing Company LLC
TOD-L	Transit-Oriented Development-Low
TOD-M	Transit-Oriented Development-Moderate
USACE	U.S. Army Corps of Engineers
USEPA or EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
WF	Waterfront
WRD	Water Replenishment District of Southern California
ZEVs	Zero emission vehicles
ZIMAS	Zone Information and Map Access System
Zone A	Special Flood Hazard Area
Zone X	Reduced Flood Risk due to Levee
2018 Biosurvey	2018 Biological Survey of the Los Angeles and Long Beach Harbors Final Report
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	Residential
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	Commercial
M1, MR1 and MR2	Manufacturing
M2 and M3	Heavy Industrial

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# SECTION 1

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## Introduction

### 1.1 Proposed Project Overview

Tesoro Refining and Marketing Company LLC (Tesoro or Applicant) submitted an Application for a Harbor Development Permit (HDP) with the Port of Long Beach (POLB) on January 23, 2023, to demolish the existing Calciner facility (Calciner or Project) and restore the site to a condition equivalent to or superior to its condition prior to the commencement of the lease, as required in Tesoro's Ground Lease Agreement HD-5318-651 with the POLB, which requires Tesoro to remove from the premises all improvements and property belonging to them.

The Tesoro Calciner facility is located on Pier A within the Long Beach Harbor District on POLB-owned property at 2450 Pier B Street, Long Beach, CA 90813. The Calciner facility, which began operations in the 1980's and transferred under the control of Tesoro in 2013, ceased operations in 2022 and has been idle since. The proposed Project would demolish the Calciner facility consisting of all above-grade buildings, underground storage tanks, process equipment, structures, footings, piers, piles, vessels, piping, electrical equipment, instrumentation, concrete slabs and asphalt paving within the confines of the property. The Southern California Gas Company (SoCalGas) line which extends approximately 700 feet from the edge of the eastern property line would also be isolated, drained and removed. The Existing railroad tracks, spurs and rail-related equipment in the demolition area and the Southern California Edison Company (SCE) electrical substation and its associated equipment would remain on-site. There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Calciner facility.

### 1.2 Environmental Analysis

#### 1.2.1 CEQA Process

This Initial Study (IS) and Mitigated Negative Declaration (MND) (collectively, IS/MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 *et seq.*, the amended State CEQA Guidelines (14 CCR 15000 *et seq.*). The purpose of the IS/MND is to inform the decision-makers, responsible agencies, and the public of the proposed Project, the existing environment that would be affected by the proposed Project, the environmental effects that would occur if the proposed Project is approved, and proposed mitigation measures that would avoid or reduce environmental effects to the extent feasible.

Under CEQA, if the Lead Agency finds “there is no substantial evidence in light of the whole record before the Lead Agency” that the Project, either as proposed or as modified to include the mitigation measures identified in the IS, may cause a significant effect on the environment, the Lead Agency shall prepare and adopt a Negative Declaration (or MND) for that Project. (Section 21080(c), Public Resources Code). If there is substantial evidence potentially significant impacts would occur as a result of implementation of the Project, the Lead Agency shall prepare an Environmental Impact Report (EIR). (Section 21080(d), Public Resources Code). The Lead Agency is responsible for determining whether a Negative Declaration (or MND) or an EIR is required. (Section 21080.1, Public Resources Code).

The IS found potentially significant impacts associated with the proposed Project to Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Tribal Cultural Resources. However, mitigation measures required for the proposed Project would avoid and/or mitigate the effects to a less-than-significant level. With the implementation of mitigation measures, there is no substantial evidence in light of the whole record before the Lead Agency that the proposed Project may have a significant effect on the environment. Therefore, this IS/MND was prepared and an EIR is not required.

The IS/MND is prepared in accordance with CEQA and is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions for the proposed Project. The resulting documentation is not a policy document and its approval and/or adoption neither presumes nor mandates any actions on the part of other agencies from whom permits and other discretionary approvals would be required for the proposed Project.

## 1.2.2 CEQA Lead Agency

The City of Long Beach, acting by and through its Board of Harbor Commissioners, the POLB, is the lead agency for review of the proposed Project pursuant to CEQA.

## 1.2.3 Initial Study

The IS/MND presents an analysis of potential effects of the proposed Project on the environment based on Harbor Development Permit Application 23-004 submitted to the POLB by Tesoro on January 23, 2023, associated submittals, POLB data requests, and additional research.

The following environmental resource areas are evaluated in the IS/MND based on the proposed Project’s potential direct and indirect effects on the environment:

- Aesthetics
- Agricultural & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy

- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire
- Mandatory Findings of Significance

The IS/MND has been organized into the following sections:

- **Section 1: Introduction.** Provides an introduction and overview describing the proposed project and the CEQA process and identifies key areas of environmental concern to be analyzed.
- **Section 2: Project Description.** Provides an in-depth description of the proposed project, including construction details and methods.
- **Section 3: Environmental Determination.** Presents the results of the analysis completed in Section 4.
- **Section 4: Environmental Analysis.** Provides an analysis of the proposed project's potential environmental impacts.
- **Section 5: Mitigation Monitoring and Reporting Program.** Provides a list of Project Mitigation Measures and responsibilities for their implementation.
- **Section 6: Report Preparation.** Provides a list of the people with key input into this Project.

## SECTION 2

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### Project Description

#### 2.1 Project Title

Tesoro Calciner Facility Demolition

#### 2.2 Lead Agency Name and Address

Port of Long Beach  
City of Long Beach Harbor Department  
Environmental Planning Division  
415 W. Ocean Blvd.  
Long Beach, CA 90802

#### 2.3 Lead Agency Contact Person and Phone Number

Amy Wong, Environmental Specialist Assistant  
Environmental Planning Division  
(562) 283 7100, Amy.Wong@polb.com

#### 2.4 Project Location

The Project site is located at 2450 Pier B Street, Long Beach, CA 90813 (see **Figure 1**). The Calciner is situated within two parcels (Assessor Parcel Number [APN] 7440-002-286 and APN 7436-011-906) with the Calciner only occupying approximately 16 acres of the total site. Specifically, the Project site is located to the north of Pier A Way, east and south of Pier B Street and to the west of Carrack Avenue (**Figure 2**). Approximately 7.3 acres of comprising the southern portion of the overall Project site is located within the Port of Long Beach (POLB) Harbor District, while approximately 8.8 acres of the Project site to the north is within the City of Los Angeles and California Coastal Commission dual coastal development permit jurisdiction zone.<sup>1</sup>

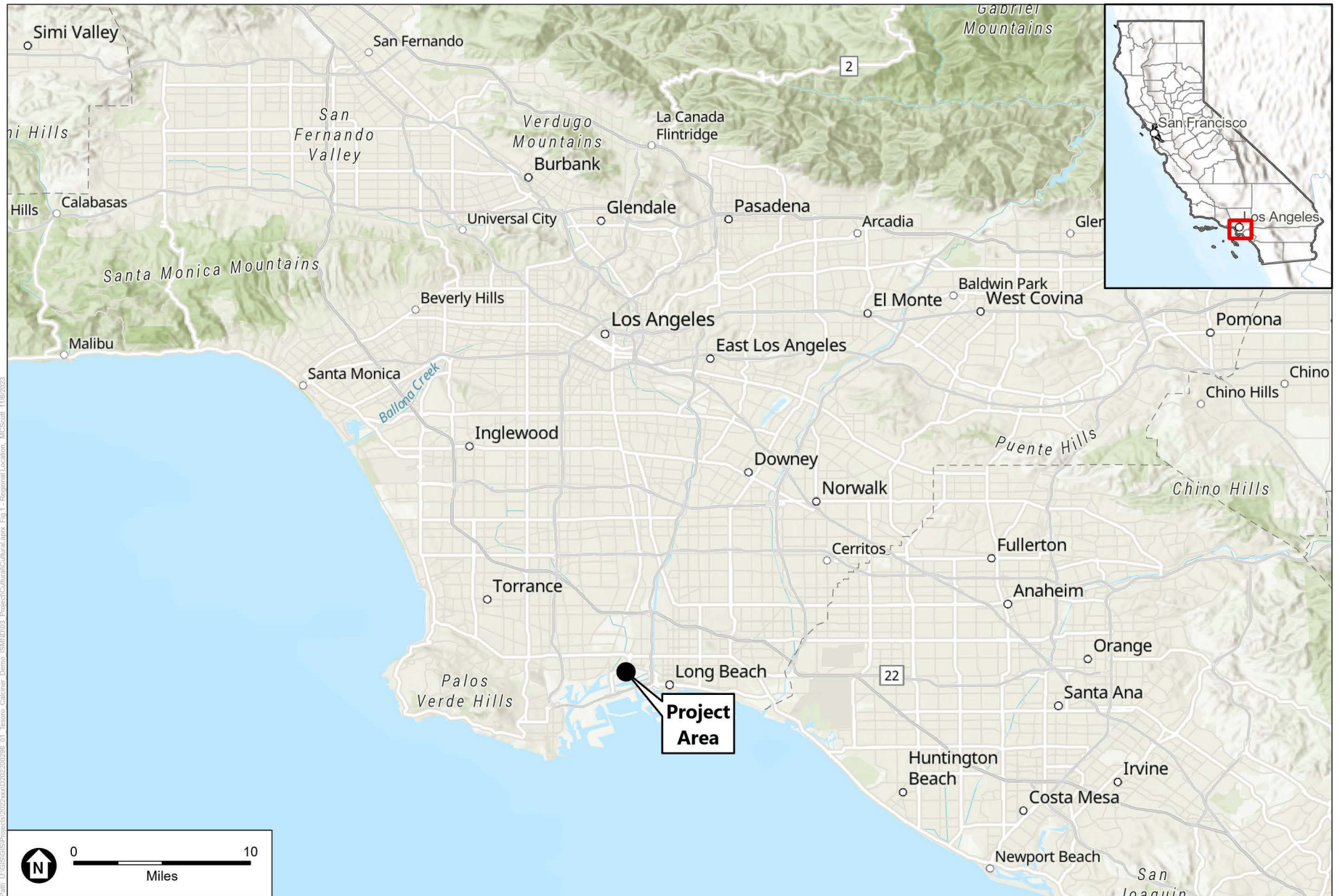
#### 2.5 Project Applicant Name and Address

Tesoro Refining and Marketing Company LLC  
2350 E. 223rd Street  
Carson, CA 90810

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<sup>1</sup> See Section 2.10 for a listing of other approvals required for the proposed Project, including those required by the City of Los Angeles and California Coastal Commission for the portion of the Project site with the City.





SOURCE: ESA, 2023

Tesoro Calciner Demo ISMND

**Figure 1**  
Regional Vicinity Map





SOURCE: ESA, 2023

Tesoro Calciner Demo ISMND

**Figure 2**  
Project Location

## 2.6 General Plan Designation

The portion of the Project site located in the City of Long Beach is designated under the City of Long Beach General Plan Land Use Element as a Regional Serving Facility (RSF), according to the General Plan Land Use Map (City of Long Beach, 2019). The City of Los Angeles' General Plan Land Use designates the portion of the Project site within the City of Los Angeles' jurisdiction as Heavy Manufacturing. The portion of the Project site within the City of Los Angeles is also partially within the Wilmington-Harbor City Community Plan Area (City of Los Angeles, 1999).

## 2.7 Zoning

The southern portion of the Project site is located within the POLB. Land use and development in the POLB is guided by its Port Master Plan (PMP) (POLB, 1990). The PMP was originally certified by the California Coastal Commission in 1978 and updated and certified in 1983 as the third amendment to the PMP, with the last comprehensive update to the PMP occurring in 1990 as the sixth amendment. Since 1990, 12 amendments to the PMP have been adopted by the POLB and certified by the California Coastal Commission.

Approximately 7.3 acres comprising the southern portion of the Project site is located within Long Beach Harbor Planning District 3 – Northwest Harbor. The PMP identifies permitted land uses for Planning District 3 to include oil production, primary port facilities, utilities, and ancillary port facilities (POLB, 1990). The portion of the Project site within the boundaries of the City of Long Beach is zoned Port-related Industrial (IP) in the City of Long Beach Zoning Map (City of Long Beach, 2023). The remainder of the Project site to the north is located within the City of Los Angeles and is zoned M3-1VL (Heavy Industrial) according to the City of Los Angeles' Zone Information and Map Access System (ZIMAS; City of Los Angeles, 2024).

## 2.8 Surrounding Land Uses and Setting

The Project site is located on Pier A at the POLB, at 2450 Pier B Street, Long Beach, CA 90813, to the north of Pier A Way, east and south of Pier B Street and to the west of Carrack Avenue. To the west of the Project site is the Valero Refinery and Alliance Energy Group's Harbor Cogeneration site and to the east lies the Toyota Logistics Services Facility at Pier B. To the south is the Pier A container terminal with an intermodal railyard and the Cerritos Channel. The area surrounding the Project site consists of a mix of oil and gas industrial uses, car storage facilities and container terminals.

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

The Project site currently consists of the idle Calciner facility and associated operating equipment, parking and landscaping on the perimeter the Project Site. Associated operating equipment includes railroad tracks, spurs and rail-related equipment and SCE electrical substation equipment.

## 2.9 Project Overview

The Calciner was constructed in 1982 by Martin-Marietta Inc. as a joint venture with Champlin Petroleum Company, for the production of calcined coke in February 1983 (SCAQMD 2015). The Calciner was built to upgrade petroleum coke into calcined coke to make carbon anodes for aluminum manufacturing (Union Pacific Corporation 1980). Tesoro Refining and Marketing Company LLC (Tesoro), a subsidiary of Marathon Petroleum Corporation, began operating the Calciner in 2013. In February 2023, Tesoro submitted an application to the South Coast Air Quality Management District (SCAQMD) to deactivate all associated devices (i.e., emission-generating units) in the Calciner’s Title V Permit, surrendering their permit to operate. In response, SCAQMD issued a revised Title V Permit in February 2023 allowing only the emergency equipment and Rule 219 exempt equipment remaining active on the Project site (SCAQMD, 2023).<sup>2</sup> The Calciner ceased operations in June 2022.

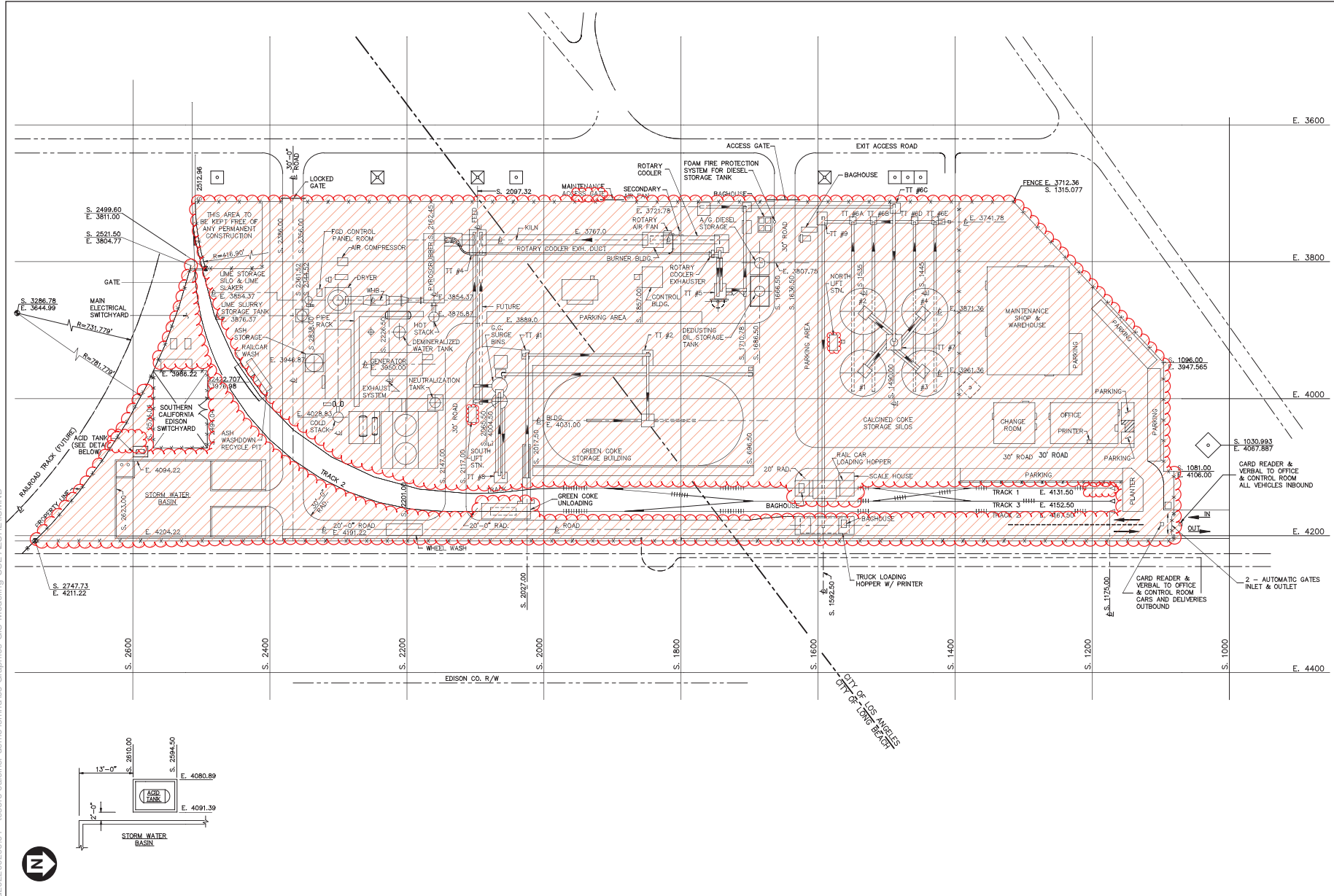
Tesoro’s Ground Lease Agreement HD-5318-651 requires Tesoro to remove from the leased premises all improvements and all other property belonging to them, and restore the leased premises to a condition to or superior to its conditions prior to the commencement of the lease (POLB 1980).

The proposed Project involves the demolition of the Calciner which consists of above grade buildings, underground storage tanks (UST), process equipment, structures, footings, piers, piles, vessels, piping, electrical equipment, instrumentation, concrete slabs and asphalt paving within the confines of the property (**Figure 3**). The main buildings and structures to be demolished are listed in **Table 1** and shown in **Figure 4**.

**TABLE 1**  
**BUILDINGS AND STRUCTURES TO BE DEMOLISHED**

Building/Structure	Gross Square Foot (SF)	Height (ft)
Office / Locker Room	10,440	15
Warehouse / Shop	18,000	30
Storage Barn	51,200	70
Old Control Building	900	50
Control Room	1,680	20
Calcined Coke Storage Silos (inc. transfer tower)	15,963	197
Pyroscrubber (inc. hot stack)	5,237 (4,339 + 839)	250
2 x Superheaters	1,675	24 and 26
Cooling tower	4,861	55

<sup>2</sup> SCAQMD Rule 219 is effectively a list of equipment that is exempt from needing an air permit.

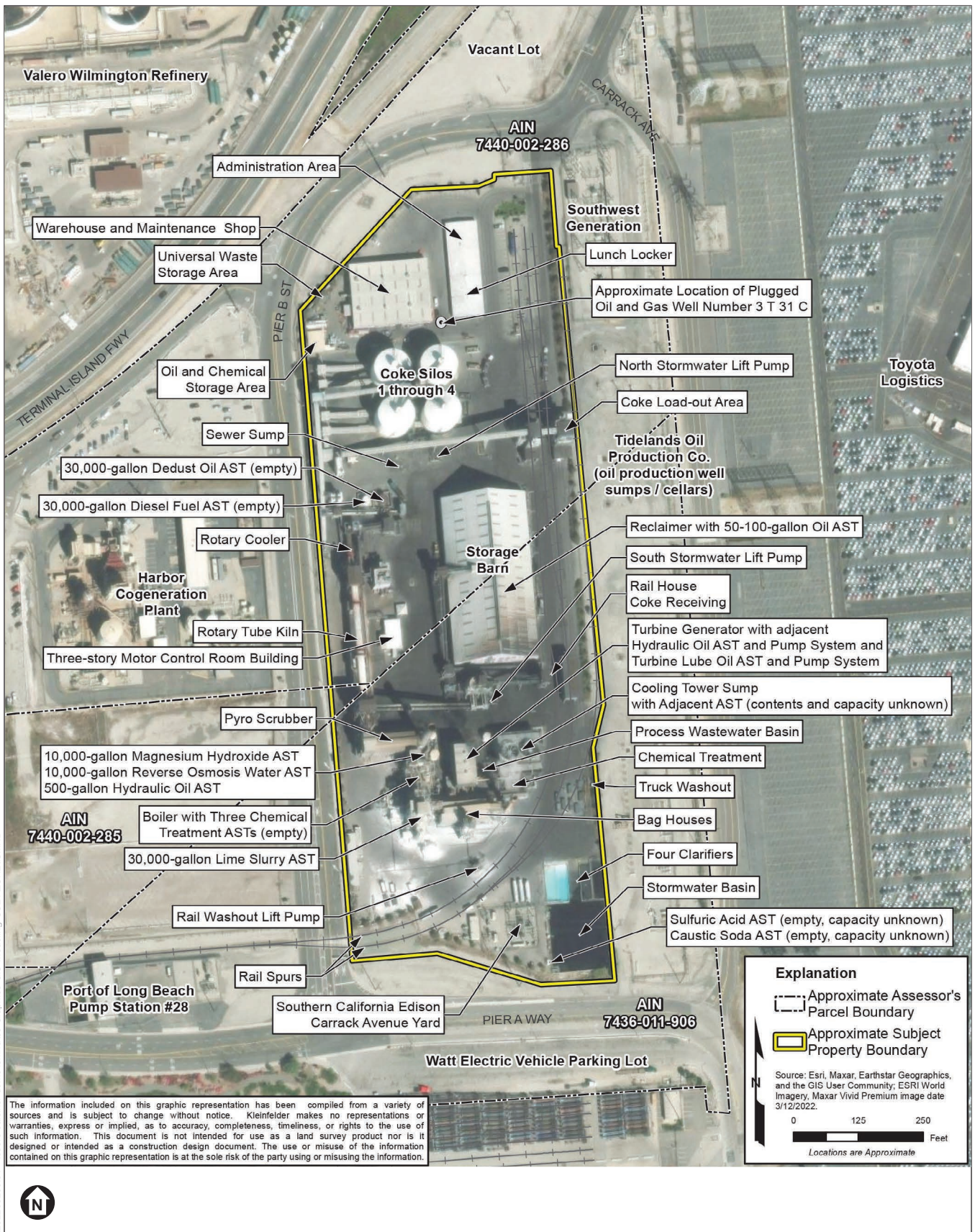


SOURCE: Marathon Petroleum Company, 2020

Tesoro Calciner Demo ISMND

**Figure 3**  
Demolition Plan





SOURCE: Kleinfelder, 2023

Tesoro Calciner Demo ISMND

**Figure 4**  
Site Components



The proposed Project would also demolish and remove all underground utilities, storm water, fire water and domestic water systems, sanitary sewer system, piping, conduits, concrete structures, vaults within the property and car parking areas. The 1,000 gallon gasoline UST, 19,654 gallon diesel UST, and 10,540 waste sump UST, and associated piping/facilities would also be removed. The Southern California Gas Company (SoCalGas) line which extends approximately 700 feet from the edge of the eastern property line would also be removed. The site would be left covered in gravel or crushed rock to prevent dust and erosion. The railroad tracks, spurs and rail-related equipment located within the demolition area would remain on site, along with the SCE electrical substation equipment.

The proposed Project would excavate approximately 25,500 cubic yards of soil for the building and equipment and a further 7,000 cubic yards for piping to a maximum depth of 12-13 feet. Additionally, an estimated 165 cubic yards of soil would be exported associated with the removal of the Southern California Gas Company (SoCalGas) pipe. The excavated soil would be tested for contaminants and would either be used as backfill after underground demolition is completed; or hauled offsite to a hazardous waste landfill should the soil contain contaminated material. Demolition debris will be loaded into waste containers and disposed offsite. Additionally, approximately 28,000 cubic yards of soil would be imported to the site after removal of all existing elements. Additional soil would be used to compensate for the appropriate compaction of the back fill and to replace any soil found to be contaminated. Asphalt would be a portion of the excavation volume, but the Project will not be importing soil to replace the asphalt meaning the overall site grade would be 4-5 inches lower than existing levels. The Project would use existing water supplies to suppress dust, negating the need for temporary water to be brought to site.

There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro’s proposed demolition of the existing Calciner Facility.

### 2.9.1 Demolition Schedule and Equipment

Project demolition is estimated to take approximately 12 months to complete. Demolition would occur in four phases, as shown in **Table 2**.

**TABLE 2**  
**DEMOLITION ACTIVITY PHASES AND PERSONNEL SCHEDULE**

Phase	Work Activity	No. of Work Days	Shifts/Hours	Workers per Day
1	Above ground Equipment Removal	88	5/10	12–15
2	Underground Equipment Removal	100	5/10	12–15
3	Asphalt Removal	30	5/10	12–15
4	Soil Imports and Rough Grading	45	5/10	10

The proposed Project would require the use of both on-road and off-road trucks and equipment to transport demolition materials and debris. **Table 3** shows the types of equipment to be used and the operational schedules during demolition activities.

**TABLE 3  
DEMOLITION EQUIPMENT TYPES AND SCHEDULE**

Work Phase	Equipment type	Number (of equipment in use)	Schedule (No. of Days Equipment Operates)	Runtime (inc. idle), Avg. Day (Hrs/Day)	Engine Runtime (inc. idle), Peak Day (Hrs/Day)
Phase 1	Excavators	8	88	5	8
	Loader/Backhoe	2	88	5	8
	Cranes	2	5-20	5	8
	Generator	2	88	5	10
Phase 2	Excavators	6	100	5	8
	Loader/Backhoe	2	100	5	8
	Generator	2	100	5	10
Phase 3	Excavators	4	30	5	8
	Loader/Backhoe	2	30	5	8
	Generator	1	30	5	10
Phase 4	Loader/Backhoe	2	45	5	8
	Grader	1	45	5	8

## 2.10 Other Permits and Approvals

For the purposes of CEQA, the Port of Long Beach is the Lead Agency, but other discretionary permits may be required from public agencies other than the Port of Long Beach. It is assumed the other anticipated actions that are required to implement the proposed Project include:

- City of Los Angeles Department of Building and Safety – demolition permit and grading permit
- City Of Long Beach Building and Safety Bureau – demolition permit and grading permit
- South Coast Air Quality Management District – Rule 1403 demolition notification
- California Coastal Commission – Coastal Development Permit (for demolition)
- City of Los Angeles coastal development permit (dual jurisdiction for demolition)
- POLB – Harbor Development Permit, Application Summary Report (ASR)
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit



## 2.11 Tribal Consultation

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

In accordance with Assembly Bill (AB 52) (Gatto), on February 1, 2024, the Port of Long Beach sent notification letters to Native American tribes provided on the list provided by the Native American Heritage Commission AB 52 list as having traditional and cultural affiliation with the Project site (**Appendix A**). This list includes eleven contacts at seven tribes. The Gabrieleño Band of Mission Indians - Kizh Nation initially requested consultation for the proposed Project under AB 52, but subsequently cancelled their request prior to the scheduled consultation meeting on March 21, 2024, citing the project “would have a low potential for impacting tribal cultural resources, and therefore the tribe do not require consultation for the Project”. The Gabrielino Tongva Indians of California tribe requested a copy of the Project’s cultural report, which was supplied by the Port, but did not request anything further. This officially concluded the tribal consultation undertaken for the proposed Project.

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# SECTION 3

## Environmental Determination

### 3.1 Environmental Factors Potentially Affected

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

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

### 3.2 Environmental Determination

On the basis of this initial study:

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

Issued for Public Review by the Director of Environmental Planning: June 7, 2024, to July 8, 2024



Signature

6/4/2024

Date

# SECTION 4

## Environmental Setting and Impacts

### I. Aesthetics

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

### Discussion

Except as provided in Public Resources Code Section 21099, would the Project:

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

**No Impact.** Although the entire site is owned by the Port of Long Beach, the southern portion of the Project site is within the City of Long Beach Harbor District and is located within the certified Port Master Plan Planning District 3 – Northwest Harbor. The northern portion of the Project site is within the City of Los Angeles. The nearest scenic vistas to the Project site are ground level views along the boundary of Queensway Bay, located approximately 1.6 miles southeast, and ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street, located at the closest point approximately 1.2 miles northeast of the Project site (Port of Long Beach, 1990). Due to distance and intervening structures, these scenic vistas would be unaffected by the demolition of the Calciner. Nonetheless, the proposed Project would remove industrial structures, and potentially ameliorate the appearance of the site. There are no scenic vistas within Long Beach Planning District 3 and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro Refining and Marketing Company LLC (Tesoro) proposed demolition of the existing Calciner Facility.

With regard to the northern portion of the Project site, scenic views or vistas are defined in the City of Los Angeles' General Plan Conservation Element as the "panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features" (City of Los Angeles, 2001). The demolition of the Calciner facility would have no impact on natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Therefore, as there are no scenic vistas present and no development planned post demolition, no impact would occur.

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

**No Impact.** According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the nearest officially designated scenic highway is a portion of Route 91, located approximately 23.5 miles east of the Project site near Peralta Hills in northeastern Orange County, California (Caltrans, 2023). The nearest eligible scenic highway to the Project site is Route 1, located approximately 5 miles east of the Project site (Caltrans, 2023). The proposed Project is not visible from either of these designated or eligible State scenic highways due to distance or obstructions from intervening structures. There are no City of Los Angeles scenic highways within the Project vicinity (City of Los Angeles, 2016). Additionally, the City of Long Beach General Plan Mobility Element identifies scenic routes within the City. The closest City-designated scenic route is Ocean Boulevard, located approximately 0.8 miles south of the Project site (City of Long Beach, 2013). Views from Ocean Boulevard are obstructed by marine container terminals and other industrial and port-related land uses. The Project site is currently comprised of the idle Calciner and associated operating equipment, parking, and a small amount of landscaping on the perimeter of the Project site. The Calciner was constructed in 1982 and thus does not reach the 45-year threshold to be considered a historic resource under the California Environmental Quality Act (CEQA). As the Project is not visible from any scenic highway, would return the Project site to pre-construction conditions with the exception of leaving the railroad tracks, spurs and rail-related equipment and the SCE electrical substation equipment *in situ*, and there are no scenic resources currently present on the Project site (such as trees, rock outcroppings, historic buildings, or other aesthetic features), no impact would occur to scenic resources due to the implementation of the Project.

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

**Less than Significant Impact.** While the proposed Project demolition activities would temporarily alter the visual character of the site through the use of demolition equipment, these activities and equipment would generally be consistent with the existing industrial and port-related activities and facilities in the Project vicinity, and are not expected to conflict with the aesthetics/visual resources plans and policies of the City of Long Beach

(Conservation Element, 1973; Mobility Element, 2019; Urban and Design Element, 2019) and the City of Los Angeles (General Plan Framework Element, 1996; Conservation Element, 2001). Upon Project completion, the site would be vacant and would also not conflict with the existing zoning or other plans and policies relating to aesthetics/visual resources. Therefore, the Project's impact to scenic quality would be less than significant.

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

***Less than Significant Impact.*** The proposed Project demolition activities have the potential to occur partly at dusk, with temporary night lighting having the potential to spill onto properties beyond the Project boundary. If new light sources spill over onto adjacent properties and/or increase ambient nighttime illumination levels, this 'light trespass' has the potential to interfere with certain functions including sleep, privacy and general enjoyment of the natural nighttime condition. The significance of the impact depends on the type of use affected, proximity to the affected use, the intensity of the light source and the existing ambient light environment. Certain land uses such as residential uses are recognized as light-sensitive receptors because they are typically occupied by persons who have expectations for privacy during evening and nighttime hours and are sensitive to disturbance by bright light sources. However, there is a large amount of lighting associated with the industrialized Port of Long Beach (POLB), which operates 24 hours a day, seven days a week and any light spill would not create a new source of substantial light given the existing conditions and no nearby sensitive receptors such as residences and hospitals. The nearest sensitive receptors include the residences located approximately 0.89 miles (approximately 4,700 feet) to the northwest of the Project site. Additionally, per Long Beach Municipal Code (LBMC) Section 8.80.202, *Construction Activity – Noise Regulation*, construction activities are limited to occur only between 7:00 a.m. and 7:00 p.m. on weekdays and Federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays; no construction activities shall occur on Sundays. Per City of Los Angeles Municipal Code Section 41.40 *Noise Due to Construction, Excavation Work – When Prohibited* between the hours of 9:00 P.M. and 7:00 A.M. of the following day, construction or repair work of any kind upon, or any excavating for, any building or structure is prohibited. As such, construction activities are likely to have concluded prior to sunset and after sunrise, thus nighttime construction lighting would likely not be needed. Furthermore, there are no light-sensitive uses present in the vicinity of the proposed Project, such as residential receptors. Additionally, light trespass could potentially impact sensitive biological resources in the vicinity of the Project Site, such as nesting avian species. Although nesting avian species may be present in the proposed Project's vicinity, nesting avian species are highly tolerant of light and noise associated with the Port (POLA and POLB, 2018) and would likely be undeterred by construction-related lighting. Compliance with LBMC Section 8.80.202 and City of Los Angeles Municipal Code Section 41.40 would ensure light and glare impacts associated with construction of the proposed Project are minimized to less-than-significant levels. The proposed Project would not create a new source of light or glare or substantially affect daytime or nighttime views within the POLB and Project vicinity. There is currently no proposed new development,

proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility Therefore, impacts to Aesthetics would be less than significant.

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## II. Agriculture and Forestry Resources

<i>Issues:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>AGRICULTURE AND FORESTRY RESOURCES —</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Would the Project:

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

**No Impact.** The proposed Project is located in a highly developed area of the Port of Long Beach (POLB) and the City of Los Angeles and comprised of the idle Calciner and associated operating equipment, parking and a small amount of landscaping on the perimeter of the Project Site. The site is not intended for agricultural use (POLB, 1990). According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project site is not within any area designed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC, 2023) but is designated as Urban and Built-Up Land. Thus, the proposed Project would have no impact.

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

**No Impact.** The Project site has a zoning designation of Port-related Industrial (IP) according to the City of Long Beach and Heavy Industrial (M3-1VL) according to the City of Los Angeles. Long Harbor Planning District 3 of the certified Port Master Plan permits land uses for Primary Port Facilities; Port-Related Facilities; Maritime Support Facilities; Hazardous Cargo Facilities; Oils and Gas Production Facilities; Utilities; and Renewable Energy Resources. No agricultural uses occur within the Project site and surrounding areas. The Project site is not a part of a Williamson Act contract. Thus, no impacts to Agricultural and Forestry Resources associated with the proposed Project would occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** As discussed, the portion of the Project site within the City of Long Beach is zoned Port-related Industrial (IP) and the portion of the Project site within the City of Los Angeles is zoned Heavy Industrial. The Project site is located within a highly developed area; not within lands zoned for forest land or timberland. As such, the Project would not cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

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

**No Impact.** As discussed, the portion of the Project site within the City of Long Beach is zoned Port-related Industrial (IP) and the portion of the Project site within the City of Los Angeles is zoned Heavy Industrial. The Project site is located within a highly developed area. The Project is not located within forest land. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

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

**No Impact.** The Project site is located in a highly developed area with no land zoned for agricultural or forest uses. The proposed Project would not result in the conversion of Farmland to non-agricultural use, and no impact would occur.

## References

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<https://polb.com/download/62/mission-and-vision/2482/final-port-master-plan-1990.pdf>. Accessed on January 4, 2024.

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### III. Air Quality

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

### Discussion

Would the Project:

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

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

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants, which are summarized in **Table 4, Air Quality Standards and Air Basin Attainment Status**. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC),<sup>3</sup> nitrogen oxides (NOx), particulate matter with diameters of 10 microns or less (PM10) and 2.5 microns or less (PM2.5), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is

<sup>3</sup> VOCs is a term defined by USEPA to exclude certain organic gases with negligible photochemical reactivity. CARB uses a similar term Reactive Organic Gases (ROG) and exempts certain chemicals from the definition of ROG. VOCs and ROG are substantially similar but not the same due to differing lists of exemptions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this document.

created by atmospheric chemical and photochemical reactions primarily between VOC and NOx. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” The attainment status of the Air Basin for each pollutant regulated by the NAAQS and CAAQS is summarized in Table 4.

**TABLE 4**  
**SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)**

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O3 (1-hour standard)	N/A <sup>a</sup>	Non-attainment – Extreme
O3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO2	Attainment	Attainment
SO2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment – Serious	Non-attainment
Lead (Pb)	Non-attainment (Partial) <sup>b</sup>	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride <sup>c</sup>	N/A	N/A

N/A = not applicable

a The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

b Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

c In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: USEPA, The Green Book Non-Attainment Areas for Criteria Pollutants, <https://www.epa.gov/green-book>; CARB, Area Designations Maps/State and National, <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed December 2023.

The SCAQMD has developed air quality management plans (AQMPs) to meet the requirements of the federal Clean Air Act. SCAQMD’s most recent AQMP is the *Final 2022 Air Quality Management Plan* (SCAQMD 2022a), adopted on December 2, 2022. This plan addresses various federal non-attainment and attainment/maintenance planning requirements, is incorporated into the State Implementation Plan by the California Air Resources Board and is approved or disapproved by the U.S. Environmental Protection Agency. The 2022 AQMP presents a combined state and County strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2037, as required by the federal Clean Air Act Amendments of 1990 and applicable USEPA clean air regulations. Los Angeles County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (SCAQMD 2022a). A significant air quality impact may occur if a project is not

consistent with the applicable AQMP adopted by the SCAQMD or would not conform to the policies or goals of the AQMP.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) was adopted by the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles to reduce the environmental impacts and health risk associated with port-related emissions sources, specifically ships, trains, trucks, cargo-handling equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for Diesel Particulate Matter (DPM), NO<sub>x</sub>, and Sulfur oxides (SO<sub>x</sub>), as compared to 2005 levels (POLB and POLA 2017).

- By 2014, reduce port-related emissions by 22 percent for NO<sub>x</sub>, 93 percent for SO<sub>x</sub> and 72 percent for DPM.
- By 2023, reduce port-related emissions by 59 percent for NO<sub>x</sub>, 93 percent for SO<sub>x</sub> and 77 percent for DPM.

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

The proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 – Fugitive Dust, which requires that particulate matter emissions are reduced in ambient air as the result of human-made fugitive dust sources. Additionally, Project demolition and Southern California Gas Company (SoCalGas) pipeline removal activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities which would ensure demolition and pipeline removal activities and emissions would conform to the AQMP. Furthermore, as detailed in Table 5, below, the estimated criteria pollutant emissions associated with the proposed Project would not exceed the SCAQMD's regional significance thresholds for construction activities.

No new development, operations, or land uses are currently proposed following implementation of the proposed Project. The proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. Demolition of the facility would support the CAAP by reducing the potential for emissions of NO<sub>x</sub>, SO<sub>x</sub>, and DPM when compared to emission from emergency equipment and SCAQMD Rule 219-exempt equipment that are currently on the Project site as a result of the revised Title V Permit. The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan, therefore, impacts would be less than significant.

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

**Less than Significant Impact.** The proposed Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and backhoes, and through vehicle trips generated from workers and haul trucks traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO<sub>x</sub>, would result from the use of construction equipment such as loaders. Construction emissions would vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during demolition are forecasted by assuming a conservative estimate of demolition activities (i.e., assuming all demolition occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using the CalEEMod software, an emissions inventory software program recommended by the SCAQMD, and the most recent version of CARB's on-road vehicle emissions factor model (EMFAC2021). Construction phasing would include four demolition phases: Phase 1 - Above Ground Removal, Phase 2 – Underground Equipment Removal, Phase 3 - Asphalt Removal, and Phase - 4 Soil Imports and Rough Grading. The proposed Project also includes removal of the SoCalGas pipeline, which will be undertaken on SCE-owned roads and land to the east of the Project site. The SoCalGas pipeline removal is modeled in CalEEMod and EMFAC2021 as a separate activity from the four demolition phases.

The input values used to estimate air emissions associated with the proposed Project are adjusted based on the Project-specific types of equipment types and the demolition schedule identified by the Applicant. Haul truck trip estimates are based on information obtained from Tesoro Refining and Marketing Company LLC (Tesoro). Emissions from on-road vehicles (i.e., haul trucks, material vendors, and worker vehicles) are estimated outside of CalEEMod. CalEEMod is based on outputs from the CARB OFFROAD and on-road emissions factor modeling software (EMFAC) models, which are used to calculate emissions from construction activities, including on- and off-road vehicles. These values are applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Within CalEEMod, fugitive dust emissions include the application of water as a control measure consistent with SCAQMD Rule 403 (fugitive dust), which applies to the proposed Project's activities. Fugitive dust control measures are not mitigation under the California Environmental Quality Act (CEQA) because they are included as regulatory compliance under SCAQMD Rule 403.

According to Tesoro, the proposed Project would involve excavation up to a maximum depth of 12-13 feet, approximately 25,500 cubic yards (cy) of soil, with a portion of the soil

used as backfill. A portion of the excavated material would be hauled offsite to a hazardous waste landfill should the soil contain contaminative material. However, to provide a conservative analysis, all 25,500 cy of excavated soil was assumed to be hauled off to a hazardous waste landfill located approximately 160 miles north of the Project site. Demolition debris would be loaded into waste containers and disposed offsite. Additionally, approximately 33,100 cubic yards of soil would be imported to the site after removal of all existing elements. The Project would use existing water supplies to suppress dust, negating the need for temporary water to be brought to site. Emissions from proposed Project activities were estimated based on the demolition phase in which the activity would occur. Heavy-duty equipment and vendor supply trucks would be used during demolition. The maximum daily regional emissions from these activities are estimated by construction phase and compared to the SCAQMD significance thresholds. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of project demolition.

As stated above, fugitive dust emissions would result from various soil-handling activities associated with demolition activities. Construction contractors are required to comply with the applicable provision of SCAQMD (1976) Rule 403 (Fugitive Dust). SCAQMD Rule 403 requires construction activities to control fugitive dust emissions during construction by complying with best available control measures, such as ensuring sufficient freeboard height for haul vehicles, covering loose material on haul vehicles, applying water or non-toxic soil stabilizers in sufficient quantities to prevent the generation of visible dust plumes on disturbed or unpaved road surfaces, and limiting vehicle speeds to 15 miles per hour on unpaved surfaces. As previously stated, fugitive dust control measures are not mitigation because they are regulatory compliance. Applicable fugitive dust control measures are incorporated into the construction emissions modeling within the SCAQMD-approved CalEEMod software.

Proposed project demolition and SoCalGas pipeline removal is anticipated to commence in the third quarter of 2024 and would last approximately 12 months. If demolition and pipeline removal commences at a later date, demolition emissions would be lower than those estimated in this Initial Study/Mitigated Negative Declaration (IS/MND) due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less-polluting trucks. As a result, should proposed project activities commence at a later date than analyzed in this IS/MND, air quality impacts would be lower than the impacts disclosed herein.

The maximum daily demolition emissions for the proposed Project were estimated for each construction phase and for removal of the SoCalGas pipeline. The maximum daily emissions are predicted values for a representative worst-case day, and do not represent the actual emissions that would occur for every day of demolition, which would likely be lower on many days. Detailed emissions calculations are provided in **Appendix B** of this IS/MND.



The results of the criteria pollutant calculations under the conservative scenario where all soil is hauled offsite are presented in **Table 5, Estimated Maximum Unmitigated Regional Demolition Emissions**. As previously stated, within CalEEMod, fugitive dust emissions include the application of water as a control measure consistent with SCAQMD Rule 403. As shown in Table 5, the proposed Project’s maximum daily demolition emissions would be below the SCAQMD regional mass numeric indicators of significance. Therefore, the proposed Project would not result in significant construction air quality impacts and impacts would be less than significant.

**TABLE 5**  
**ESTIMATED MAXIMUM UNMITIGATED REGIONAL DEMOLITION EMISSIONS (POUNDS PER DAY)<sup>a</sup>**

<b>Construction Phases</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM10<sup>b</sup></b>	<b>PM2.5<sup>b</sup></b>
Phase 1 (2024)	3.4	78.4	48.5	<1	31.1	7.1
Phase 2 (2024)	1.3	18.1	15.5	<1	3.1	1.1
Phase 2 (2025)	1.2	17.4	15.4	<1	3.1	1.0
Phase 3 (2025)	1.2	35.0	20.2	<1	9.5	2.7
Phase 4 (2025)	<1	19.9	15.3	<1	3.4	1.1
SoCalGas Pipeline Removal <sup>c</sup>	<1	6.2	4.3	<1	<1	<1
<b>Maximum Daily Demolition Emissions</b>	<b>4.1</b>	<b>84.6</b>	<b>52.8</b>	<b>&lt;1</b>	<b>31.7</b>	<b>7.5</b>
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

NOTES:

- a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
- b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
- c For analysis purposes, SoCalGas pipeline removal emissions are assumed to occur at any time during the estimated 12-month duration. Therefore, the maximum daily pipeline removal emissions are added to the maximum daily emissions from Phases 1, 2, 3, or 4 to determine the overall maximum daily demolition emissions, which are then compared to the significance thresholds.

SOURCE: ESA 2024

As previously stated, after demolition and pipeline removal, the Project site would be returned to pre-construction conditions and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro’s proposed demolition of the existing Calciner Facility. Thus, there would be no air quality emissions associated with the proposed Project once demolition and pipeline removal is complete and there would be no post-demolition air quality impact.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the proposed Project’s incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted the AQMP. As discussed above, the proposed Project would not conflict with or obstruct implementation of AQMP or CAAP or other air quality plans and policies and would be consistent with the growth projections in the AQMP. Furthermore, as shown in **Table 5**, the proposed Project’s regional demolition emissions would not exceed the SCAQMD significance thresholds. Therefore, the proposed Project would not result in new significant

construction air quality impacts and the proposed Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable. There would be no operational air quality impact since the Project site would be returned to its pre-construction condition and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment.

**c) Expose sensitive receptors to substantial pollutant concentrations?**

***Less than Significant Impact.*** The localized effects from the on-site portion of demolition emissions are evaluated at nearby sensitive receptor locations potentially impacted by the proposed Project according to the SCAQMD's Localized Significance Threshold Methodology (SCAQMD 2003, 2008). Per SCAQMD guidance documentation, off-site mobile emissions from the proposed Project are not included in the emissions comparison to the localized significance thresholds. The localized significance thresholds are only applicable to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD has established screening criteria for projects that disturb five acres or less that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The localized analysis of the proposed Project is based on this SCAQMD screening criteria. The screening criteria depend on: (1) the source receptor area (SRA) in which the proposed Project is located, (2) the size of the Project site, and (3) the distance between the Project site and the nearest sensitive receptor. The Project site is located in SRA-4 and approximately 17.5 acres. The nearest off-site air quality sensitive receptors include the residences located approximately 0.89 miles (1,400 meters) to the northwest of the Project site. The maximum net daily emissions from the proposed Project were compared to a two-acre site in SRA 4 with sensitive receptors located within 500 meters of the Project site. Even though the total proposed Project site is larger and sensitive receptors are farther away, this is an appropriate comparison because two acres represents the maximum daily disturbed area during demolition activities and 500 meters is the highest receptor distance in the screening tables.

The maximum daily localized emissions for each of the construction phases and removal of the SoCalGas pipeline, and the localized significance thresholds are presented in **Table 6, *Estimated Maximum Unmitigated Localized Demolition Emissions***. The same phasing and equipment assumptions were used for the regional emissions calculations discussed above. As previously noted, SCAQMD guidance documentation states off-site mobile emissions from the Project are not included in the emissions comparison to the localized significance thresholds. Therefore, the emissions for the daily localized emissions with soil import and export were not included.

**TABLE 6**  
**ESTIMATED MAXIMUM UNMITIGATED LOCALIZED DEMOLITION EMISSIONS (POUNDS PER DAY)<sup>a</sup>**

<b>Construction Phases</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM10<sup>b</sup></b>	<b>PM2.5<sup>b</sup></b>
Phase 1 (2024)	19.2	19.6	18.9	3.4
Phase 2 (2024)	9.5	11.2	<1	<1
Phase 2 (2025)	9.2	11.2	<1	<1
Phase 3 (2025)	6.5	8.5	2.3	<1
Phase 4 (2025)	5.3	7.5	<1	<1
SoCalGas Pipeline Removal <sup>c</sup>	5.8	3.5	<1	<1
<b>Maximum Daily Demolition Emissions</b>	<b>25.0</b>	<b>23.1</b>	<b>19.3</b>	<b>3.8</b>
SCAQMD Localized Significance Threshold	151	8,253	167	101
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

NOTES:

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.

<sup>b</sup> Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

<sup>c</sup> For analysis purposes, SoCalGas pipeline removal emissions are assumed to occur at any time during the estimated 12-month duration. Therefore, the maximum daily pipeline removal emissions are added to the maximum daily emissions from Phases 1, 2, 3, or 4 to determine the overall maximum daily demolition emissions.

SOURCE: ESA 2023

As demonstrated in Table 6, localized demolition and pipeline removal emissions would not exceed the SCAQMD significance threshold. Therefore, the proposed Project would not result in significant localized air quality impacts during demolition and impacts would be less than significant. After demolition and pipeline removal, the proposed Project site would be returned to its pre-construction condition and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro’s proposed demolition of the existing Calciner Facility. Thus, there would be no air quality emissions associated with the proposed Project once demolition and pipeline removal is complete and there would be no localized post-demolition air quality impact. Therefore, the proposed Project would not expose sensitive receptors to substantial localized air quality emissions during demolition or post-demolition and impacts would be less than significant.

**CO Hotspots**

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO decreased dramatically in the Air Basin with the introduction of the automobile catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin in recent years and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. As discussed below, it is not expected that CO levels at project-impacted intersections would rise to such a degree as to cause an exceedance of these standards.

Proposed Project demolition and pipeline removal would result in temporary additional worker vehicles and truck trips to the project area. Maximum ambient measured concentrations of CO in source receptor area (SRA) 4 range from approximately 1.6 to 1.7 parts per million (ppm) for a maximum 1-hour averaging period and 1.3 to 1.5 ppm for a maximum 8-hour averaging period between year 2020 and 2022, for which data is available from the SCAQMD (2020, 2021, 2022b). The corresponding CAAQS for CO are 9.0 ppm (1-hour) and 20 ppm (8-hour). The corresponding NAAQS for CO are 9 ppm (1-hour) and 35 ppm (8-hour).

The SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin; the most congested intersection was Wilshire Boulevard and Veteran Avenue in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day (SCAQMD 2003a). This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions (i.e., excluding background concentrations) at these four intersections was 4.6 ppm (one-hour average) and 3.2 ppm (eight-hour average) at Wilshire Boulevard and Veteran Avenue (SCAQMD 2003a).<sup>4</sup> Vehicle and truck traffic associated with Project demolition would be well below these levels. However, even if these vehicle emissions concentrations were used for demolition traffic, the demolition traffic plus background CO concentrations (6.3 ppm for 1-hr and 4.7 ppm for 8-hr) would still be well below the NAAQS and CAAQS (9 ppm for 1-hr and 35 ppm for 8-hr). Therefore, the proposed Project's minimal number of demolition trucks and worker commute vehicles in the project area would not result in the generation of new or substantially worsened CO hotspots. After demolition and pipeline removal, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Thus, there would be no CO emissions associated with the proposed Project once demolition is complete and there would be no CO hotspot post-demolition air quality impact. Therefore, the proposed Project would not expose sensitive receptors to CO hotspots during demolition or post-demolition and impacts would be less than significant.

### ***Toxic Air Contaminants***

Temporary Toxic Air Contaminant (TAC) emissions associated with DPM emissions from heavy construction equipment would occur during demolition activities. According to Office of Environmental Health Hazard Assessment (OEHHA) and SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003b), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 70-year) resident exposure duration. Given the temporary demolition schedule of approximately 12 months, the proposed Project would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of demolition activities. Additionally, the nearest off-site air quality sensitive

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<sup>4</sup> The eight-hour average is based on a 0.7 persistence factor, as recommended by the SCAQMD.

receptors are residences located approximately 0.89 miles (1,400 meters) to the northwest of the Project site.

The emissions modeling analysis provides for a conservative assessment of the proposed Project's demolition and pipeline removal activities by assuming demolition at the earliest time frame, which assumes the use of the most conservative emission factors. Furthermore, the analysis assumes heavy-duty equipment usage for each day of the various construction phases and activities. In reality, not all equipment would necessarily be used over the whole of the construction period or individual construction phases or sub-phases with some equipment used only periodically. Additionally, the dispersion of TACs in the atmosphere occurs relatively rapidly and pollutant concentrations are decreased by 80 percent between 50 and 1,000 feet from the pollutant source based on these types of emissions (CARB 2005). For example, concentrations of TACs as a result of emissions from freeways, high-traffic roads, distribution centers, and rail yards (all high emitters of diesel particulate matter) are reduced by approximately 80 percent within 1,000 feet of the source (CARB 2005). Given that the primary TAC from proposed Project demolition and pipeline removal activities would consist of diesel particulate matter and that the nearest sensitive receptors would be located at least 4,600 feet (1,400 meters) or more away from the Project site, a health risk would not be warranted for the proposed Project as TAC emissions would be substantially dispersed and impacts would be less than significant.

After demolition and pipeline removal, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Thus, there would be no TAC emissions associated with the proposed Project once demolition and pipeline removal is complete and there would be no TAC post-demolition air quality impact. Therefore, impacts associated with the temporary release of TACs from demolition, pipeline removal, and post-demolition activities would be less than significant.

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

***Less than Significant Impact.*** Potential activities that may emit odors during demolition include the combustion of diesel fuel in on-and off-road equipment. The proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no demolition activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 5 (regional) and Table 6 (localized), demolition emissions would not exceed the SCAQMD significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO<sub>2</sub>). Therefore, demolition activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

After demolition and pipeline removal, the Project site would be returned to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Thus, there would be no emissions, including those leading to odor, associated with the proposed Project once demolition and pipeline removal is complete. Therefore, impacts associated with emissions, including those leading to odor, from demolition, pipeline removal, and post-demolition activities would be less than significant.

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## IV. Biological Resources

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

### Discussion

Would the Project:

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

***Less than Significant with Mitigation Incorporated.***

#### ***Special-Status Plants***

The Project site is within a highly developed area, consisting of the idle Calciner and associated operating equipment, parking and landscaping on the perimeter of the Project site. No special-status plant species are known to occur in the Project area and there are no habitat that would support such species due to the existing industrial related-activities on-site. Therefore, no impacts would occur to special-status plants.

### **Special-Status Wildlife**

The Port of Long Beach (POLB) is known to provide habitat for a wide variety of avian species inclusive of waterfowl, shorebirds, gulls, aerial fish foragers, upland birds, and raptors. According to the 2018 Biological Survey of the Los Angeles and Long Beach Harbors final report (referred to herein as the 2018 Biosurvey), ten bird species were found to nest in the San Pedro Bay Port Complex including: California least tern (*Sterna antillarum browni*); peregrine falcon (*Falco peregrinus*); elegant tern (*Thalasseus elegans*); Caspian tern (*Hydroprogne caspia*); black skimmer (*Rynchops niger*); great blue heron (*Ardea Herodias*); black-crowned night heron (*Nycticorax nycticorax*); double-crested cormorant (*Phalacrocorax auratus*); black oystercatcher (*Haematopus bachmani*); and osprey (*Pandion haliaetus*; POLA and POLB, 2018). According to Figure 6-1, *Bird and Marine Mammal Survey Zones*, of the Biosurvey, the Project site is located directly north of Zone 26a. Zone 26a was recorded to have a high-density colony of double-crested cormorants which usually nest on cliffs, islands, and/or trees. Within the San Pedro Bay Port Complex double-crested cormorants have adapted to nest in the structures of the electrical transmission towers near the Cerritos Channel, 0.5 miles south of the Project site; peregrine falcon has adapted to nest under urban bridges; and osprey have adapted to nest on light fixtures (POLA and POLB, 2018).

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

Due to the Project site’s proximity to the nesting habitats of the double-crested cormorants and raptor species including peregrine falcon and osprey, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, impacts could be potentially significant. Due to distance from the Project site, proposed Project demolition activities are not expected to directly impact the double-crested cormorants that reside on the electrical transmission towers near the Cerritos Channel. However, the Calciner has remained idle since June 2022, creating the opportunity for avian species such as raptors and double-crested cormorants to nest in areas within the Project site. Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce impacts to nesting birds protected under the MBTA, including raptors and the special-status double-crested cormorant to less than significant.



## **Mitigation Measures**

**Mitigation Measure MM-BIO-1: Pre-Demolition Surveys for Nesting and Breeding Birds.** To prevent taking active bird nests during the nesting season (approximately February 1 through August 31):

- The Applicant shall retain a qualified avian biologist; and
- Within seven (7) days prior to the onset of demolition activities (i.e., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, the qualified avian biologist shall conduct a survey of all areas located within 500 feet of the Project area.

The results of the survey shall be documented by the qualified avian biologist. Within thirty (30) days following the onset of demolition activities, the Applicant shall submit copy of the survey electronically via email to the POLB Director of Environmental Planning at CEQA@polb.com.

**Mitigation Measure MM-BIO-2: Discovery of Breeding Birds with Active Nests.** If the qualified avian biologist identifies breeding birds with active nests prior to or during demolition, the qualified avian biologist shall establish a species-appropriate buffer zone until the young have fledged the nest or the nest fails. The buffer zones would be as follows:

- Generally 300 feet for passerines: perching birds such as finches, sparrows, songbirds etc.
- Up to 500 feet for raptor species: eagles, hawks and owls etc.

The qualified avian biologist shall conduct regular monitoring of the nest to determine success/failure and ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. The avian biologist shall document in a monitoring report, the results of the surveys, nest buffers implemented, and results of monitoring. By December 1 of each year of Project activities, the Applicant shall submit a copy of the monitoring report electronically via email to the Director of Environmental Planning at CEQA@polb.com.

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

**Less than Significant Impact.** The Project site is located within a highly developed area primarily with port-related land uses and does not contain any riparian habitat identified by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS) (USFWS, 2023a, 2023b). The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other non-disruptive outdoor uses. The Project site is not within any SEAs. According to the County of Los Angeles SEA and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.9 miles west of the Project site (County of Los

Angeles, 2019). The nearest SEA within the San Pedro Bay Port Complex is the POLA Pier 400, Terminal Island, for the California least tern nesting site, located approximately 4.2 miles south of the Project site (POLB, 2022).

According to the Biosurvey (POLA and POLB, 2018), there is one Environmentally Sensitive Habitat Area (ESHA) within the San Pedro Bay Port Complex, eelgrass beds. Eelgrass beds are a community-structuring seagrass, typically growing in beds in silty sand sediments, which have been abundant in shallow areas of the Port Complex (POLB, 2022). Eelgrass beds support an abundant rich food web and provide structure, food, and nursery habitat for a diverse range of fish, invertebrates, and birds, including commercially and recreationally important fish species (POLA and POLB, 2018). Given their diverse biological functions, the U.S. Environmental Protection Agency (USEPA) has designated eelgrass beds as special aquatic sites under the Clean Water Act and recognized as a Habitat Area of Particular Concern (HAPC) under the Magnuson-Stevens Act (MSA)(POLB, 2022). The nearest eelgrass beds to the Project site are located within the Consolidated Slip, approximately 0.7 miles west, and the Cerritos Channel, approximately 0.6-mile southwest of the Project site (POLA and POLB, 2018). Demolition activities would not directly impact the existing eelgrass beds within the San Pedro Bay Port Complex due to the Project site's distance to the water and the eelgrass beds and adherence to standard measures to limit site run-off entering drains during demolition. Therefore, due to the distance to the ESHA/HAPC, the proposed Project would not have the potential to impact riparian habitat or other sensitive natural communities near the Project site. Impacts would be less than significant.

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

**No Impact.** According to the USFWS, there are no federally protected wetlands on the Project site (USFWS, 2023c). According to a Revised Phase I Environmental Site Assessment for the site, (see **Appendix D**), EDR mapping (see *Overview Map* and *Detail Map* within Appendix B of the Revised Phase I Environmental Site Assessment) does not indicate surface water and wetland areas located on or adjacent to the Project site (Kleinfelder, 2023). The nearest recognized wetland to the Project site is the 2.02-acre Freshwater Emergent Wetland habitat, located 2 miles southwest, adjacent to the Cerritos Channel and near to Berth 203 of the Port of Los Angeles. The Project site is near water (0.3-miles away), but not directly adjacent to water. Therefore, the proposed Project would not have a substantial adverse impact on any State or federally protected wetlands through direct removal of the existing structures on-site, or the fill of soil, and no impact to State or federally protected wetlands would occur.

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

***Less than Significant with Mitigation Incorporated.*** The Project area is within a highly developed area consisting primarily of port-related land uses. The existing uses on-site consist of the idle Calciner and associated operating equipment, parking and a small amount of landscaping on the perimeter of the Project site. No terrestrial wildlife corridors overlap with the Project site. As discussed above, the nearest open space area and/or significant ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.9 miles west of the Project site (County of Los Angeles, 2019). The Project site is near nesting habitats of double-crested cormorants, a special-status wildlife species. Demolition activities could result in loud noises that could disturb avian species in the Project vicinity and impacts are considered to be potentially significant. However, impacts to active double-crested cormorant and their nests and other nesting bird species would be reduced to a less than significant level through implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2. Therefore, impacts to wildlife species with an established nursery, wildlife corridors or wildlife movement would be less than significant with mitigation.

***Mitigation Measure***

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce impacts to a less than significant level with mitigation incorporated.

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

***No Impact.*** The proposed Project involves the demolition of the existing structures on-site and the removal of a small amount of non-native landscaping and ornamental trees such as *Callistemon citrinus* (crimson bottlebrush) and *Washingtonia robusta* (Mexican fan palm) on the perimeter of the Project site. The trees and landscaped areas would be removed in accordance with relevant City of Long Beach and City of Los Angeles tree and landscape ordinances, including avoidance of impacts to nesting birds and protected native tree species. Trees would be removed in accordance with MM-BIO-1 to avoid impacts to nesting birds, and ornamental trees are not protected trees under the City of Los Angeles protected tree ordinance. Additionally, there are no local policies or ordinances protecting biological resources as the land uses in the vicinity of the Project Site are for port-related uses. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.

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

***No Impact.*** There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project site (USFWS, 2023a, 2023b). According to the County of Los Angeles SEAs and Coastal Resource

Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 3.9 miles west of the Project site (County of Los Angeles, 2019). The nearest SEA within the Port Complex is Pier 400, Terminal Island for the California least tern nesting site, located approximately 4.2 miles south of the Project site (POLB, 2022). Therefore, the proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impacts would occur.

## References

County of Los Angeles, 2019. Conservation and Natural Resources Element, Figure 9.3. Available at: <https://planning.lacounty.gov/long-range-planning/general-plan/general-plan-elements/>. Accessed December 4, 2023.

Kleinfelder, 2023. Phase I Environmental Site Assessment Tesoro Refining and Marketing Company LLC Property. Refer to Appendix D of this Initial Study/Mitigated Negative Declaration (IS/MND).

Port of Los Angeles (POLA) and Port of Long Beach (POLB), 2018. Biological Surveys of the Los Angeles and Long Beach Harbors Report. Available at: <https://polb.com/download/23/wildlife/12019/2018-biological-surveys-of-long-beach-and-los-angeles-harbors-041921.pdf>. Accessed December 4, 2023.

Port of Long Beach (POLB), Revised Draft Port Master Plan Update 2022. Available at: <https://polb.com/port-info/mission-vision/#master-plan-update>. Accessed November 21, 2023.

U.S. Fish and Wildlife Service (USFWS), 2023a. California Natural Community Conservation Plans. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed December 4, 2023.

U.S. Fish and Wildlife Service (USFWS), 2023b. Environmental Conservation Online System IECOS). Conservation Plans: Region 8. Available at: <https://ecos.fws.gov/ecp/report/conservation-plans-type-region/>. Accessed December 4, 2023.

U.S. Fish and Wildlife Service (USFWS), 2023c. Wetlands Mapper. Available at: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>. Accessed December 4, 2023.

## V. Cultural Resources

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

### Discussion

Would the Project:

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

***Less than Significant Impact.*** A records search for the Project site was conducted on November 7, 2023, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at University of California, Fullerton. The records search results indicate that 18 cultural resources studies have been conducted within a 0.5-mile radius of the Project site. Of the 18 previous studies, four studies encompassed portions or the entirety of the Project site. However, these studies did not include pedestrian surveys and yielded negative results. The records search results also indicate that no archaeological resources have been previously recorded within the Project site or within the 0.5-mile radius. However, one historic architectural resource (the Southern California Edison Company (SCE) Long Beach-Laguna Bell 60kV and 220kV transmission lines) is recorded as located approximately 300 feet east of the Project site. Although the Southern California Gas Company (SoCalGas) pipe would be removed directly under the line of route of this historic resource, removal of the gas pipe would not interfere with the transmission lines as the lines are still fully operational and would need to be maintained as such. Upon pipe removal the site would be returned to pre-removal conditions. Therefore, the removal of the gas pipe would not impact the transmission lines either directly, or indirectly during and after removal. The Calciner was built in 1982 and thus does not qualify as a historic resource under the California Environmental Quality Act (CEQA) as it is below the 45-year threshold of historical significance. Furthermore, the demolition of the Calciner and associated elements would be confined to the Project site and demolition would not extend beyond the boundaries of the site. Therefore, since no significant historical resources are located within the proposed Project's demolition area, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. Project impacts would be less than significant impact and no mitigation measures would be required.

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

***Less than Significant with Mitigation Incorporated.*** This section discusses archaeological resources that are potentially historical resources according to *State CEQA Guidelines* Section 15064.5, as well as unique archaeological resources defined in Public Resources Code (PRC) Section 21083.2(g).

As specified in the Cultural Resources Assessment Report (**Appendix E**), although no archaeological resources have been previously recorded within the Project site or within its 0.5-mile radius and the Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC) yielded negative results, the geologic map review depicts Younger Quaternary alluvium mapped at surface within the Project site. The Holocene-age of this alluvium encompasses the partial human occupation within North America, and is, therefore, conducive to the preservation of subsurface prehistoric archaeological deposits. Additionally, according to a review of historic topographic maps and aerial photographs, the Project site was located within (salt ponds) and in proximity to a series of streams that could have provided a food source and fresh water to prehistoric inhabitants. Moreover, several Gabrielino villages are known to have been located in the vicinity of the Project site; the closest being *Swaanga* and *Ahwaanga*, approximately 1 mile north and 2.4 miles northeast of the Project Site, respectively.

Per review of historic aerials, the Project site is known to have been subject to previous ground disturbance for the construction of buildings, surface parking, and other structures. Additionally, review of the Geotechnical Evaluation of Waste Material Champlin /Martin Marietta Coke Calciner Facility Wilmington, Los Angeles County, California for Arco Petroleum Products Company (hereafter referenced as the 1985 Geotechnical Evaluation; see **Appendix F**) by Leroy Crandall and Associates (1985) indicates that clean fill soils were imported and added (from surface down to between 8 and 14.5 feet below ground surface [bgs]) after the removal of contaminated native soils. However, there is no definitive information in the geotechnical report by Leroy Crandall and Associates (1985) or other historical information provided to date that includes specific locations and depths of soil removal. As such, there could be isolated artifacts or pockets of archaeological deposits within the Project site. Based on these factors, the Project site has a moderate potential for yielding buried prehistoric archaeological resources in native soils that may be present beneath the Project site. Since the proposed Project includes ground disturbance up to 13 feet in depth, the following mitigation measures are recommended in order to reduce potential impacts to previously unknown archaeological resources to less than significant levels under CEQA. Therefore, with implementation of Mitigation Measure MM-CR-1, Project impacts on an archeological resource would be less than significant with mitigation incorporated.

### **Mitigation Measure**

**Mitigation Measure MM-CR-1: Unanticipated Archaeological Discovery.** Applicant's contractor shall instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. In the event potentially significant archaeological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the Port of Long Beach (POLB) Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Personnel of the project shall not collect or move any archaeological materials and associated materials. Applicant shall immediately retain a qualified archaeologist to evaluate the find in accordance with the provisions of CEQA Guidelines Section 15064.5(c)(f). Demolition activities shall not resume until the qualified archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

Within ninety (90) days of the discovery of any archaeological resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.

**c) Disturb any human remains, including those interred outside of dedicated cemeteries?**

***Less than Significant with Mitigation Incorporated.*** Due to the Project site's proximity to a series of streams that could have provided a food source and fresh water to prehistoric inhabitants, human remains could be present in the native soils beneath the site. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the County Coroner shall be notified. If the human remains

are determined to be Native American, the California NAHC would be notified within twenty-four (24) hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. In the event of unanticipated discovery of human remains, Mitigation Measure MM-CR-2 would be implemented.

### ***Mitigation Measure***

#### **Mitigation Measure MM-CR-2: Unanticipated Discovery of Human Remains.**

In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area (within approximately 100 feet of the discovery until it can be evaluated by the Los Angeles County Coroner. Contractor shall immediately notify the Applicant and the POLB Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Demolition activities shall not resume until the coroner has made their determination.

If the Los Angeles County Coroner determines that that discovery of human remains is of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner or Applicant, or its authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the POLB and Applicant means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the Applicant and POLB has discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Applicant shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment.

If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the Applicant or POLB rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the POLB, the Applicant shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.

Within ninety (90) days of the discovery of human remains, the Applicant shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted



electronically via email to the Director of Environmental Planning at CEQA@polb.com.

## References

Leroy Crandall and Associates, 1985. Geotechnical Evaluation of Waste Material Champlin /Martin Marietta Coke Calciner Facility Wilmington, Los Angeles County, California for Arco Petroleum Products Company. See Appendix F of this Initial Study/Mitigated Negative Declaration (IS/MND).

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## VI. Energy

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

### Discussion

Would the Project:

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

**Less than Significant Impact.** The proposed Project consists of the demolition of the Calciner facility including all above grade buildings, process equipment, structures, underground storage tanks, footings, piers, piles, vessels, piping, electrical equipment, instrumentation, concrete slabs and asphalt paving within the confines of the property, and removal of the Southern California Gas Company (SoCalGas) pipe extending outside the eastern edge of the property. The Project site would be returned to a condition prior to commencement of the lease. Existing railroad tracks, spurs and rail-related equipment and the Southern California Edison Company (SCE) electrical substation equipment would remain on-site. There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro Refining and Marketing Company LLC (Tesoro) proposed demolition of the existing Calciner Facility.

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

The estimated total diesel fuel that would be consumed by heavy-duty construction equipment is approximately 464,614 gallons over the entire 12-month demolition and pipeline removal period. Calculation details are provided in **Appendix G** of this Initial Study/Mitigated Negative Declaration (IS/MND). Based on the California Air Resources Board (CARB) on-road vehicle emissions model, EMFAC2021, heavy-duty haul trucks

and vendor trucks operating in the South Coast Air Basin (Air Basin) would have an estimated average fuel economy of approximately 6.0 and 7.2 miles per gallon respectively in 2024. Although demolition would occur over 12 months, 2024 fuel economy values were used to provide a conservative assessment as fuel economies would increase in future years.

The number of construction workers that would be required would vary based on the phase of construction and demolition activity taking place. The transportation fuel required by construction workers to travel to and from the Project site would depend on the total number of worker trips estimated for the duration of demolition and pipeline removal activity. The total gasoline fuel was estimated for workers and is 6,046 gallons over the total 12-month demolition and pipeline removal period. For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately less than 0.0002 percent of the 2022 annual on-road gasoline-related energy consumption and 0.16 percent of the 2022 annual diesel fuel-related energy consumption in Los Angeles County (CEC 2022), as shown in Appendix G.

Energy use would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, the Project Contractor(s) would be required to restrict the idling of heavy-duty diesel motor vehicles in accordance with Title 13 California Code of Regulations Section 2449(d)(3) and Section 2485 and utilize fleets that comply with CARB's Regulation of In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles, which governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Demolition activities would utilize fuel-efficient equipment consistent with state and federal regulations and comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Project Contractor(s) would be required to comply with applicable regulatory construction waste management practices to divert construction and demolition debris. Overall, these practices would result in efficient use of energy, and Project demolition activities would require the minimum necessary electricity and transportation fuel consumption and would not have an adverse impact on available electricity or transportation fuel supplies or infrastructure. Post demolition, the Project site would be vacant and would have no energy usage. Thus, the proposed Project would not include the wasteful, inefficient, or unnecessary consumption of energy resources during demolition and post-demolition. Impacts related to energy consumption would be less than significant.

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

***Less than Significant Impact.*** During demolition and pipeline removal activities, the proposed Project would not include energy consumption sources that are directly subject to state or local energy efficiency plans. On-road and off-road vehicles used during demolition would have to meet the ongoing federal and state fuel efficiency requirements. Additionally, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from

more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. The proposed Project would return the site to its condition prior to commencement of the lease except that existing railroad tracks, spurs and rail-related equipment and the SCE electrical substation equipment would remain. There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Therefore, the proposed Project would not cause impacts related to renewable energy and energy efficiency would be less than significant. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

## References

CEC, 2023. 2022 California Annual Retail Fuel Outlet Results (CEC-A15) Energy Assessments Division, August 16, 2023.  
<https://www.energy.ca.gov/sites/default/files/2023-08/2010-2022%20CEC-A15%20Results%20and%20Analysis%20ADA.xlsx>. Accessed December 2023.

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## VII. Geology and Soils

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

### Discussion

Would the Project:

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

**No Impact.** Fault rupture is a plane or surface in the earth where failure has occurred and materials on opposite sides have moved relative to one another in response to the

accumulation and release of stress. The U.S. Geological Survey defined active faults as those that have had surface displacements within the Holocene epoch (about the last 11,000 years). Potentially active faults are those that have had surface displacement during the Quaternary period, within the last 1.6 million years. The Project site is located within an area of Southern California with numerous active and potentially active faults of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges Fault System.

The Project site is approximately split in half between the boundaries of the Long Beach Harbor District (southern portion of the site) and the City of Los Angeles (northern portion of the site). Based on the City of Long Beach Seismic Safety Element, the Project site is not in proximity to an Alquist-Priolo Special Study Zone, with the closest Alquist-Priolo Special Study Zone located approximately 3.5 miles northwest of the Project Site (City of Long Beach, 1988). Within the Long Beach Quadrangle, the Newport-Inglewood Fault Zone dominates the geologic structure of the City of Long Beach and includes major fault strands including; the Cherry Hill Fault located approximately 3.5 miles northeast of the Project site; Northeast Flank Fault located approximately 4.5 miles northeast of the Project site; Reservoir Hill Fault located approximately 5 miles east of the Project site; and the Seal Beach Fault located approximately 8.6 miles southeast of the Project site (DOC, 1998). Based on the City of Los Angeles Local Hazard Mitigation Plan, there are five major faults within the City including the Newport-Inglewood Fault Zone, Palos Verdes Fault Zone, Puente Hills Fault Zone, San Andreas Fault Zone, and Santa Monica Fault Zone (City of Los Angeles, 2018). The nearest fault zones to the Project site are the THUMS-Huntington Beach Fault, located 2.7 miles to the south and the Palos Verdes Hills, located 3.5 miles to the west. The proposed Project proposes demolition of all structures on site except for the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation and would not include development of a structure or any development that would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death. Therefore, no impact from surface fault rupture would occur.

## ii) Strong seismic ground shaking?

**No Impact.** The proposed Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. As noted in Response VII.a(i) above, the Project site is in proximity to the Newport-Inglewood-Rose Canyon Fault Zone, the Palos Verdes Fault Zone, and the THUMS-Huntington Beach Fault Zone (CGS, 2023a). The Project site is not located within nor crossed by any active fault. The proposed Project consists of the demolition of above ground structures and underground utilities, returning the Project site to its condition immediately prior to its lease, except for leaving the existing railroad tracks, railroad-related equipment, and the SCE substation onsite. There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro Refining and Marketing Company LLC (Tesoro) proposed demolition of the existing Calciner Facility.

The proposed Project would demolish and remove all existing buildings and structures on-site, and does not propose the development or construction of new buildings or structures. The Project site is not located within, nor crosses, any active fault. The proposed Project would not have the potential to cause strong seismic ground shaking; therefore, there would be no impact associated with the proposed Project and no mitigation measures are required.

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

**No Impact.** Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequencies of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur. This phenomenon can result in damage to infrastructure, including foundations. In addition, the City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC, 2023b). However, the Project proposes the demolition of above ground structures and underground utilities, returning the Project site to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease, except for leaving the existing railroad tracks, railroad-related equipment, and the SCE substation and associated equipment on-site.

The Project does not propose construction of any structures that can be affected by liquefaction, nor is there currently any proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. Therefore, no impacts would occur.

### iv) Landslides?

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

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

**Less than Significant Impact.** The proposed Project consists of the demolition of above ground structures and underground utilities, returning the Project site to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease, leaving the site covered in gravel or crushed rock to guard against dust and soil erosion. Ground disturbance for the removal of the existing structures and utilities on-site would excavate to a maximum depth of 12-13 feet and imported fill would replace the majority of soil removed (as mentioned previously, the Project site would not be returned to existing levels). There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. It is therefore not anticipated that the proposed Project would result in substantial soil erosion or the loss of topsoil as the project site is currently mostly comprised of asphalt with the exception of small, landscaped margins. Therefore, potential impacts related to soil erosion or loss of topsoil would be less than significant.

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

**Less than Significant Impact.** Unstable geologic units or soils commonly occur when there is landslides, lateral spreading, subsidence/collapse, or liquefaction.

**Landslides**

See previous discussion for *Geology and Soils Impact a (iv) Landslides*. The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and failing of a mass of soil or rocks along a sloped surface. Generally, small-scale slope failure typically occurs along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the Project site minimizes this potential geologic hazard. Additionally, the proposed demolition and removal of underground utilities may have the potential for pit collapse. However, the proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. Given the Project site's topography and the maximum excavation depth proposed, seismically induced landslides would not pose a danger to the people or structures on site. Therefore, no impact would result from landslides due to the proposed Project.

**Lateral Spreading**

See previous discussion for *Geology and Soils Impact VII.a (iii) Seismic-related ground failure, including liquefaction*. Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. The Project site is located within a liquefaction hazard zone. However, the proposed Project would demolish all above ground structures and underground utilities, returning the Project site to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease except for the existing railroad tracks, railroad-related equipment, and the SCE substation. There is currently no proposed new development,



proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. The proposed Project does not propose construction of any structures that can be affected by lateral spreading. Therefore, no impacts would occur.

### ***Subsidence/Collapse***

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from man-made activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated due to fluctuations of the groundwater level.

The Project site is underlain by predominantly man-made fill areas generally consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (City of Long Beach, 1988). The proposed Project would involve the demolition of the Calciner facility consisting of all above grade buildings, process equipment, structures, footings, piers, piles, vessels, piping, USTs, electrical equipment, instrumentation, concrete slabs and asphalt paving within the confines of the property except for the existing railroad tracks, railroad-related equipment, and the SCE substation. Upon completion of excavation, clean soils would be imported and compacted to replace the excavated soils ensuring that the surface would not be prone to collapse/subsidence. While the proposed demolition and removal of underground utilities may have the potential for pit collapse, the proposed Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. The proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse; therefore, less than significant impacts would occur.

### ***Liquefaction***

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface (bgs) (City of Long Beach, 1988). Specifically, according to the Geotechnical Investigation prepared for the proposed Project (**Appendix H**), groundwater was encountered at a depth of 7.3 feet bgs (AECOM, 2023). Groundwater is present on the Project site within the upper 50 feet; therefore, there is a potential of groundwater rising to within 10 feet bgs. In addition, the City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC, 2023b), see Section VIII, threshold a) iii) above. The proposed Project does not propose construction of a structure that can be affected by liquefaction. Therefore, impacts would be less than significant.

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

**No Impact.** Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the California Building Code. The Project site is underlain generally by predominantly man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (City of Long Beach, 1988). The Project does not propose construction of a structure; thus, impacts to life or property due to expansive soil would not occur.

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

**No Impact.** The Sanitation Districts of Los Angeles County (LACSD) maintains and operates the municipal wastewater collection system in the Project area. As mentioned, the proposed Project consists of the demolition of above ground structures and underground utilities, returning the Project site to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease. There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro's proposed demolition of the existing Calciner Facility. The proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be no impact related to soils incapable of adequately supporting the use of septic tanks or waste water disposal systems.

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

**Less than Significant Impact with Mitigation Incorporated.** Archival research was conducted and consisted of geologic map review, a paleontological resources database search conducted by the Natural History Museum of Los Angeles County (LACM) and review of the geotechnical investigation reports prepared for the proposed Project (Leroy Crandall and Associates, 1985; AECOM 2023). The results of the LACM search are provided in **Appendix I**.

The local geology of the Project site is well-categorized by the map of Saucedo et al. (2016) and the Quaternary geology is depicted on Bedrossian et al. (2010; plate 8). The entire Project site lies with the Younger Quaternary Alluvium (unit 2) (Qya2). No information is provided on the details of the units, though the correlation chart tentatively assigns unit 2 to the early Holocene. Bedrossian et al. (2012) assigned the region to young fans (Qyf) that are adjacent to artificial fill (af). Older alluvium (Qoa) is found west of the proposed Project.

The LACM indicates that no fossil localities lie directly within the Project Site. However, the LACM indicates that fossil localities (LACM IP 77, 129, 2626, 4681 and LACM VP

3085, 3268, 3550, and 4205) within the Palos Verdes Sand and Pleistocene deposits exist in the general vicinity of the Project Site. These fossil localities have yielded a large collection of known (*Schizothaerus*, Mollusca) and unknown invertebrates, fish (Teleostei, Condrichthyes), camel family, elephant and seal clade, rays, toothed whale, and horse at varying depths (unknown and between 20-60 feet below ground surface) (Bell, 2024).

The geotechnical investigation by Leroy Crandall and Associates (1985:3) indicates that the Project site contained ponds and sumps that contained “spent drilling muds, and sludge from well and tank cleanout operations”. The geotechnical investigation report also indicates that “sump deposits were removed to visually uncontaminated native material during construction of the facility” (Leroy Crandall and Associates (1985:3). A total of six boreholes were drilled at the Project site and they ranged in depth from approximately 0 to 41 feet bgs. Generally, fill soils (including pavement) was found in all borings from surface and down to between 8 and 14.5 feet bgs. Native soils were found beneath the fill.

The geotechnical investigation by AECOM (2023) indicates that a total of four borings were manually hand-augured to depths of approximately 7.5 and 10.3 feet bgs. The Project site from surface down to approximately 2 feet bgs is composed of asphalt and crushed miscellaneous base. Soils from 2 to 4 feet bgs consist of silty sand and a clayey sand layer. Fine-grained clayey soils are found from 4 to 10 feet bgs. The geotechnical investigation does not indicate the age of these soils (AECOM, 2023). However, as previously noted by Leroy Crandall and Associates (1985), the soils observed in AECOM’s (2023) borings are the likely result of fill added after native contaminated soils had been removed from the Project site.

Ground disturbance for the removal of the existing structures and utilities on-site would excavate to a maximum depth of 12-13 feet. This would be mostly undertaken on previously excavated soils from the original construction of the Calciner, but could in places extend into native soils. Based on the review of the geologic maps, LACM results, and geotechnical reports for the proposed Project, the potential to encounter fossiliferous deposits within the Project Site is considered low. While there is the potential to excavate older, Pleistocene alluvium at depth, the location in the main valley between the Palos Verdes (west) and Newport-Inglewood (east) faults, suggests a fairly deep alluvial valley. The geotechnical logs do not extend below ~10 feet bgs and the available data suggests the upper layers are fill or young alluvium. However, should paleontological resources be encountered, the proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. With the implementation of mitigation measure **MM-PALEO-1**, impacts to unique paleontological resources or sites or unique geologic features would be less than significant.

### **Mitigation Measure**

**MM-PALEO-1 Unanticipated Paleontological Discovery.** Applicant shall require the selected contractor to instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if potential paleontological resources are inadvertently discovered. In the event potentially significant paleontological resources are encountered during

earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the Port of Long Beach (POLB) Environmental Planning Division via telephone at (562) 283-7107 and in writing via email to: HDPDesk@polb.com. Personnel of the project shall not collect or move any paleontological resources and associated materials. Applicant shall immediately retain a qualified paleontologist. Demolition activities shall not resume until the qualified paleontologist has made a determination on the significance of the resource.

If a potential paleontological resource is identified by the qualified paleontologist, grading and excavation activities shall be allowed to be temporarily diverted or redirected in the area of the exposed fossil to facilitate evaluation of the discovery by the qualified paleontologist. The qualified paleontologist shall establish an appropriate buffer area around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the qualified paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the qualified paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the Society of Vertebrate Paleontology (SVP) (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

Within ninety (90) days of the discovery of any paleontological resource, the Applicant, shall engage the qualified paleontologist to prepare a report summarizing the results of the discovery, any evaluations, the methodology and salvage efforts, and the description of the fossils/paleontological resources collected and their significance. The report shall be submitted to the Natural Resources History Museum of Los Angeles County, representatives of other appropriate or concerned agencies, and electronically via email to the Director of Environmental Planning at CEQA@polb.com.

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## VIII. Greenhouse Gas Emissions

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

### Discussion

Would the Project:

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

**Less than Significant Impact.** Greenhouse Gas Emissions (GHGs) include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF<sub>3</sub>), and sulfur hexafluoride (SF<sub>6</sub>). CO<sub>2</sub> is the most abundant GHG in the atmosphere. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in equivalent mass of CO<sub>2</sub>, denoted as carbon dioxide equivalent (CO<sub>2</sub>e). Mass emissions are calculated by converting pollutant specific emissions to CO<sub>2</sub>e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the U.S. Environmental Protection Agency (USEPA) and are published in the California Climate Action Registry (CCAR) General Reporting Protocol. By applying the GWP ratios, Project related CO<sub>2</sub>e emissions can be tabulated in metric tons per year.

The California Environmental Quality Act (CEQA) Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess GHG emissions quantitatively or qualitatively and recommends consideration of certain factors in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Section 15064.4 of the State CEQA Guidelines does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (State CEQA Guidelines CEQA Section 15064.7(c)). State CEQA Guidelines do not specify significance thresholds and allow the lead agencies discretion in how to address and evaluate significance. To provide guidance to local lead agencies, the South Coast Air Quality Management District (SCAQMD)

established a 10,000 metric ton of CO<sub>2</sub>e (MTCO<sub>2</sub>e) per year significance threshold for industrial facilities (SCAQMD 2008, 2023).

The proposed Project would generate GHG emissions from construction equipment, construction worker vehicles and heavy-duty trucks during temporary demolition and pipeline removal activities. Construction emissions are estimated using California Emissions Estimator Model (CalEEMod) software (Version 2022.1) and EMFAC2021. Consistent with calculations in Section 3.3, Air Quality, demolition emissions are estimated using Project-specific information based on equipment types and the demolition schedule provided by the Applicant. These values are then applied to the same construction phasing assumptions used in the criteria pollutant analysis in Section 3.3, Air Quality, to generate GHG emissions values for the proposed Project. Demolition-related GHG emissions would also occur from energy consumption from electricity used for the construction office (lights, electronic equipment, and heating and cooling), construction equipment, and water conveyance for dust control.

Industry standards recommend that construction project GHG emissions should be “amortized over a 30-year project lifetime, so that construction GHG emissions are included as part of the operational GHG life cycle. However, after demolition, the Project site would be returned to its pre-construction condition; there are currently no proposed development or proposed operations for the site following the proposed demolition of the Calciner facility. Thus, there would be no GHG emissions associated with the proposed Project once demolition is complete. Therefore, since no operational emissions would occur, the analysis demonstrates that GHG emissions from the proposed Project would be below the 10,000 MTCO<sub>2</sub>e threshold.

Project GHG emissions are shown in **Table 7, Project Demolition Emissions**. As presented in Table VIII-1, Project demolition is estimated to generate a total of 3,004 metric MTCO<sub>2</sub>e (or 100 MTCO<sub>2</sub>e per year when amortized over 30 years), over the estimated 12 months of demolition activities, which is well below the 10,000 MTCO<sub>2</sub>e per year significance threshold for industrial facilities. Therefore, the proposed Project would not result in significant demolition GHG emissions and impacts would be less than significant. GHG emissions calculations are provided in Appendix B.

**TABLE 7  
PROJECT GHG EMISSIONS**

<b>Year</b>	<b>CO<sub>2</sub>e (Metric Tons)<sup>a</sup></b>
2024 <sup>b</sup>	2,383
2025	634
<b>Total Construction Emissions</b>	<b>3,017</b>
SCAQMD Significance Threshold	10,000
<b>Exceeds Threshold?</b>	<b>No</b>
<p>a. Totals may not add up exactly due to rounding in the modeling calculations Detailed emissions calculations are provided in Appendix B.</p> <p>b. For analysis purposes, SoCalGas pipeline removal emissions are assumed to occur at any time during the estimated 12-month duration. The pipeline removal GHG emissions are modeled assuming they would occur in 2024 and added to the year 2024 emissions.</p>	
SOURCE: ESA, 2024	

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

**Less than Significant Impact.** Project compliance with GHG emissions reduction plans, policies or regulations would result in a less-than-significant GHG impact. The analyses below demonstrate that the proposed Project is consistent with applicable GHG emission reduction plans, policies and regulations included within the California Air Resources Board (CARB) 2022 Scoping Plan for Achieving Climate Neutrality (2022 Scoping Plan), Southern California Association of Governments (SCAG) Connect SoCal 2024, and San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017. The proposed Project would demolish the existing Calciner facility to return the site to its pre-construction condition. The existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation would remain on site. There are currently no proposed development or proposed operations for the site following the proposed demolition of the Calciner facility. A summary of Project compliance with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations is provided in **Table 8, Applicable GHG Emissions Reduction Strategies**, with additional discussion and analysis of the applicable GHG emission reduction plans, policies and regulations provided after Table 8. As discussed below, the Project would be compliant with and would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs.

**TABLE 8  
APPLICABLE GHG EMISSIONS REDUCTION STRATEGIES**

Strategy	Compliance with Strategy
<b>2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies)</b>	
Transportation, Technology, and Fuels, Climate Change Standards	<b>Compliant.</b> These are CARB enforced standards; vehicles that access the Project site are required to comply with the standards and would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by State, local, and federal government agencies, and high priority fleets and accelerates the market for zero-emission trucks, vans, and buses by requiring fleets that are well suited for electrification, to transition to ZEVs where feasible. The Port of Long Beach Clean Air Action Plan (CAAP) supports these regulations, and the Project would comply with applicable and required CAAP strategies.
Limit Idling Time for Commercial Vehicles	<b>Compliant.</b> The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks are exempt from these idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle function.
Use of Low Carbon or Alternative Fuels	<b>Compliant.</b> The proposed Project will use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	<b>Compliant.</b> Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen)



Strategy	Compliance with Strategy
	Code also stipulates that 65 percent of construction waste shall be diverted.
Increase Water Use Efficiency	<b>No Conflict.</b> Not directly applicable to the proposed Project's construction, as the majority of the water used by the Project during temporary construction activities is required by regulation for fugitive dust control. The Project would have no operational impacts on water usage.
<b>Port of Long Beach and City of Long Beach Strategies</b>	
City of Long Beach General Plan – Mobility Element, The Mobility of Goods (October 15, 2013)	<b>No Conflict.</b> The City of Long Beach General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Long Beach. As a temporary construction project with temporary demolition and pipeline removal activities and no on-going operations, the Project would not conflict the Mobility Element.
City of Long Beach, Sustainable City Action Plan (February 2010)	<b>Compliant.</b> The City of Long Beach, Sustainable City Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach. Although the Plan is mostly focused on city property, buildings, and public transportation, some elements refer to port-activities. The Transportation section defers to the Port's Clean Air Action Plan (CAAP) for criteria pollutant emission reductions; GHG emission reductions are not explicitly addressed, but their reduction would be a co-benefit of CAAP compliance. The Project would comply with applicable and required CAAP strategies.
City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67)	<b>Compliant.</b> This municipal code regulation requires covered projects to divert at least 65 percent of all project-related construction and demolition material waste. There are exceptions for materials with low recyclability. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies. Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Port of Long Beach Green Port Policy (2005)	<b>Compliant.</b> The Port of Long Beach Green Port Policy serves as a guide for decision making and established a framework for environmentally friendly Port operations. One of the policy's guiding principles is to promote sustainability. The Sustainability Element and related Sustainable Business Practices Administrative Directive identifies GHG-reducing measures such as recycling programs. Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality best management practices for construction activities would ensure conformance with the Green Port Policy.

SOURCE: CARB 2022; POLB and POLA 2017

### **CARB 2022 Scoping Plan**

The 2022 Scoping Plan for Achieving Carbon Neutrality was approved by the California Air Resources Board (CARB) in December 2022, expanding on prior Scoping Plans and recent legislation, such as AB 1279, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier (CARB 2022). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration

actions. The 2022 Scoping Plan contains actions and strategies to meet GHG reduction goals in the following sectors: transportation, technology, and fuels; vehicles miles traveled; clean electricity grid; sustainable manufacturing and buildings; carbon dioxide removal and capture; short-lived climate pollutants; and natural and working lands.

As there would be no operational component to the Project, most of the 2022 Scoping Plan actions and strategies would not apply to the Project and the Project would not conflict with their implementation. The two 2022 Scoping Plan sectors that apply to the Project include those related to transportation, technology, and fuels sector and clean electricity grid sector.

The Project would not conflict with transportation, technology, and fuels sector because Project trucks and vehicles would comply with the Advanced Clean Cars II regulation, Advanced Clean Trucks regulation, Advanced Clean Fleet regulation all of which help support the transition to zero emissions vehicles (ZEVs) under the 2022 Scoping Plan. The Project would not conflict with the clean electricity grid sector as the Project would utilize electricity from Southern California Edison which meets their Renewable Portfolio Standard goals.

#### ***Southern California Association of Governments Connect SoCal 2024***

The proposed Project merely involves the demolition of the existing Calciner facility and would have no operational component. As such, the proposed Project would not induce growth and would not conflict with the Connect SoCal 2024 goal of reducing daily VMT per capita.

#### ***San Pedro Bay Ports CAAP***

The San Pedro Bay Ports CAAP was adopted by the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles to reduce the health risks posed by air pollution from all port-related emissions sources, specifically ships, trains, trucks, terminal equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for Diesel Particulate Matter (DPM), nitrogen oxides (NOx), and sulfur oxides (SOx), as compared to 2005 conditions (POLB and POLA 2017).

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

In addition, the CAAP incorporates two GHG emission reduction targets for the years 2030 and 2050:

- Reduce GHGs from port-related sources to 40 percent below 1990 levels by 2030.
- Reduce GHGs from port-related sources to 80 percent below 1990 levels by 2050.

The Port of Long Beach reported that the Port had met all the goals of the San Pedro Bay Ports CAAP a year ahead of schedule (POLB, 2023)

With the demolition of the facility, the Project would reduce the potential for emissions of NOx, SOx, and DPM compared to the emissions from the use of any emergency equipment and Rule 219 exempt equipment that are on the Project site as a result of the revised Title V Permit. Thus, demolition would help support the goals of the San Pedro Bay Ports CAAP, especially the reduction of GHG goals. Therefore, the Project would not conflict with the San Pedro Bay Ports CAAP.

### ***Port of Long Beach Green Port Policy***

Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality Best Management Practices (BMPs) for construction activities through the Harbor Development Permit would ensure conformance with the Green Port Policy.

### ***City of Long Beach Construction and Demolition Recycling Program***

Solid waste generated during construction of the Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills.

As discussed above, adherence to legal requirements, which is not considered as mitigation, would ensure the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of GHG emissions reductions. Therefore, GHG emission impacts are less than significant.

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## IX. Hazards and Hazardous Materials

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

### Discussion

Would the Project:

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

***Less than Significant with Mitigation Incorporated.*** Exposure of workers, the public, or the environment to hazardous materials could occur through improper transport, handling or use, disposal of, or the accidental release of hazardous materials or hazardous wastes. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors, such as residences, as well as communities that may be along the haul route of materials transported from the proposed Project, such as the Environmental Justice communities of Wilmington, Carson, and West Long Beach (SCAQMD 2019), which are in the vicinity of, or near the Project site.

The proposed Project consists of the demolition and removal of above ground structures and the excavation and removal of underground utilities to a maximum depth of 12 to 13

feet, returning the Project site to a condition equivalent to or superior to its condition immediately prior to its commencement of the lease (except for leaving the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation on site). There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro Refining and Marketing Company LLC (Tesoro) proposed demolition of the existing Calciner Facility. Proposed Project demolition could expose workers, the public, and/or the environment to temporary hazards related to the handling and transport of demolition debris and export of soils with the potential to contain contamination from current and previous land uses.

According to the Revised Phase I Environmental Site Assessment (December 26, 2023, revised February 19, 2024), the Project site is part of the TCL Consent Order Study Area issued in 1988 and listed as a State Response or National Priority List Site (Kleinfelder 2023). From 1948 to 1970, a crude oil production facility operated at the site and crude oil production residuals and other oilfield wastes generated from the rotary drilling operations and tank bottom sludges were reported. From 1982 until 2022, the Project site was used as a coke calcining facility (the subject Calciner facility) prior to ceasing operations.<sup>5</sup> Previous environmental site assessments associated with the TCL study area revealed that the soil and groundwater were contaminated with heavy metals, petroleum hydrocarbons (fuels and oils), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and polychlorinated biphenyls (PCBs). Additionally, contaminated soil was removed in 1997 and backfilled with clean soils and capped to an elevation above groundwater. The Five-Year Review Report (DTSC, 2020), stated that the remedy has been in place and properly maintained and operated since 1997, concluding that remedial action for the facility continues to be protective of human health and the environment.

However, the Revised Phase I Environmental Site Assessment identified ten recognized environmental conditions (RECs), one *de minimis* condition and one business environmental risk associated with the Calciner. These are as follows:

### RECs

- The second and third floors of the motor control room building were inaccessible to surveyors undertaking the Phase I Environmental Site Assessment.
- Heavy oil staining, oil staining in areas of cracked concrete and asphalt, and heavy sulfur staining were observed at the clarifiers, beneath the pumping systems for the 30,000-gallon diesel above ground storage tank (AST) and the 30,000-gallon dedust oil AST, near the hydraulic oil and turbine lube oil AST systems near the turbine generator, near the oil AST for the reclaiming, inside the maintenance shop, beneath the main turbine condenser, and on the sulfuric acid AST and inside its secondary containment.
- Circumventing of the stormwater capture and clarification process and allowing petroleum- and chemical-impacted stormwater to infiltrate into the ground.

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<sup>5</sup> Petroleum coke calcining is a process that involves the heating of petroleum coke to remove volatile material and purify the coke for further processing.

- The former location of the cooling tower and the potential for chromium impacts to soil.
- The presence of current and former oil wells and current and former oil production activities and historical documented presence of petroleum hydrocarbons in soil and groundwater at concentrations above the current environmental screening levels.
- The on-site presence of the rail spurs and the potential use of pesticides, herbicides, petroleum-based lubricants and chemicals used in the maintenance and operation of the railroads.
- The potential presence of petroleum hydrocarbons in groundwater beneath the Calciner as part of TCL2.
- Potential impacts to groundwater beneath the Calciner from the Valero Wilmington (Former Ultramar Refinery) Facility located on the northwest adjoining property beyond the Terminal Island Freeway.
- Fifteen hazardous liquid pipelines carrying crude oil, gasoline, nitrogen, active air, and non-highly volatile liquid are located on or adjacent to the eastern, northern, and northwestern boundaries.
- Potential chemical impacts from the former Montrose Chemical facility via the “Southern Pathway”.

#### De minimis conditions

- *De minimis* oil and chemical staining of the concrete and asphalt was observed beneath the 30,000-gallon dedust oil AST, in exterior areas around the maintenance shop, the process equipment in the storage barn, several process oil drains, on the concrete floors near the rotary cooler, on the concrete pad and asphalt beneath the three on-site compressors, on the concrete pads and asphalt paving beneath the hydraulic oil tank and pump system and turbine lube oil tank and pump system near the turbine generator, on the concrete bottoms of the stormwater sumps, on the cooling tower secondary containment floor, on the concrete pad inside the secondary containment for two large transformers, and inside the flammable materials cabinets in the maintenance shop.

#### Business environmental risk

- A closure letter from the Los Angeles Fire Department approving the UST abandonment was not provided, which presents a data gap. A closure letter for the abandonment of the two USTs be obtained from the appropriate regulatory agency, if available.

The Revised Phase I Environmental Site Assessment did not include an assessment of asbestos-containing materials (ACMs), lead-based paint (LBP) or PCBs, which given the buildings on-site were constructed after ACMs, LBPs and PCBs were banned in the state of California, are not likely to be present.

As previously noted, the proposed Project would excavate approximately 25,500 cubic yards of soil for the building and equipment and an additional 7,000 cubic yards for piping to a maximum depth of 12 to 13 feet. The demolition materials, excavation and removal

of soil and potentially groundwater could expose workers, the public, and the environment to hazardous materials at concentrations above regulatory action levels. According to the California Geologic Energy Management Division (CalGEM) Well Finder Map, the Project site contains one plugged and inactive oil well (Well No. 3 T 31 C) located in the northern portion of the Project site (DOC, 2023a). A plugged oil well is an oil well that is permanently sealed with a cement plug to isolate the hydrocarbon-bearing formation from water sources and prevent leakage to the surface (DOC, 2023b). Oil wells and related infrastructure must be abandoned in accordance with standards and procedures set forth by CalGEM. The Revised Phase I Environmental Site Assessment stated that the oil well on site was abandoned in 1981, along with fifteen plugged oil and gas and injection wells located adjacent to the Project boundaries on all sides. The oil well on the project site was plugged with cement and welded with a top cover plate (CalGEM, 1987), and in full compliance with CalGEM standards. Excavation activities in this area could disturb the well seal and release crude oil, especially at depth in the oil production zone.

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

While the proposed Project's compliance with all applicable rules, regulations, and regulations would ensure the proper transport, handling, use, disposal of, and handling of the accidental release of hazardous materials or hazardous wastes, to manage the risk of exposure of hazardous materials to workers, the public, and the environment, and reduce the impact associated with hazards and hazardous materials to less than significant, the Applicant shall implement Mitigation Measure MM-HAZ-1 Site-Specific Health and Safety Plan and MM-HAZ-2 Site Management Plan.

With the implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2, impacts to Hazards and Hazardous Materials would be less than significant.

### ***Mitigation Measures***

To ensure the proper management of any contaminated demolition material, fill, soil, and groundwater and to reduce the risk of impacts to construction workers, the public, or the environment, the Project would be required to implement **Mitigation Measure MM-HAZ-**



1, which requires compliance with California Occupational Safety and Health Administration requirements to address potential exposures to hazardous materials, and **Mitigation Measure MM-HAZ-2** which requires the preparation and implementation of a Site Management Plan, prior to Project demolition. Groundwater management is included because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from current or prior land uses or the deposition of undocumented fill.

**MM-HAZ-1: Site-Specific Health and Safety Plan.** Prior to demolition activities, the Applicant shall prepare a Site-Specific Health and Safety Plan (SHSP) to identify and mitigate potential exposures to hazardous materials. The SHSP shall address hazard identification and monitoring, action levels, training, personal protection equipment, documentation, and reporting requirements. At least three (3) days prior to the commencement of demolition of activities, Applicant shall submit the SHSP via email to the POLB Director of Environmental Planning at: CEQA@polb.com. The SHSP shall be available at the Project site for the duration of demolition activities and for review upon request on the Project site.

**MM-HAZ-2: Site Management Plan.** Prior to the commencement of demolition activities or ground-disturbing activities, the Applicant or its contractor shall develop and implement a Site Management Plan (SMP) for the management of demolition material, soil, fill, soil gas, and groundwater, and any contaminated materials, if encountered. At least ninety (90) days prior to the commencement of demolition activities, the Applicant shall submit the SMP electronically via email to CEQA@polb.com for review and approval by the POLB Director of Environmental Planning.

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

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

Bureau. Adherence to legal requirements would minimize risks of upset and accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

***Less than Significant Impact.*** There are no existing or proposed schools within the Port of Long Beach (POLB), Port of Los Angeles (POLA), or within 0.25-mile of the Project site. Within the City of Long Beach, the nearest existing school to the Project site is Juan Rodriguez Cabrillo High School, located approximately 1.4 miles northeast of the Project site (City of Long Beach, 2023). Within the City of Los Angeles, the nearest schools are Wilmington Park Elementary, located approximately 1.2 miles northeast, and Wilmington Early Education Center, located approximately 1.2 miles northeast of the Project site (LAUSD, 2023). However, potentially contaminated demolition and soils would need to be transported to landfill facilities that can appropriately handle hazardous waste and may pass within 0.25-miles of a school. As stated in Section IX Impact b) previously, adherence to regulations for transportation of hazardous materials including the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety and the City of Long Beach Building and Safety Bureau and with no schools directly within 0.25-miles of the Project site, would result in less than significant impacts.

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

***Less than Significant with Mitigation Incorporated.*** Section 65962.5 of the California Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. Based on the Revised Phase I Environmental Site Assessment, the Project Site is associated with a listing on the Cortese List for hazardous materials issues for the 420 North Henry Ford Avenue historical address associated with the TCL Corp./TCL2 site (Kleinfelder 2023). As discussed above in Section IX Impact a) and b), contaminated materials may be encountered during demolition and excavation activities. In addition, although the Phase I ESA identified the site is under a Consent Order emplaced by the DTSC to prevent exposure of subsurface contaminated materials due to the former association with the TCL Corp./TCL2 site, the California Department of Health Services (DHS) approved the final Remedial Action Plan on April 4, 1996, therefore per the agreement, the Consent Order is terminated. The certification also confirms the site, 1) is not subject to a deed restriction and 2) has moved into operation and maintenance phase which covers Port Remediation groundwater monitoring, visual inspections, and settlement monitoring. Due to the presence of potential contamination from current and

previous land use and to reduce the impact to less than significant, the Applicant shall implement Mitigation Measure MM-HAZ-2.

To ensure the proper management of any contaminated demolition material, fill, soil, and groundwater and to reduce the risk of impacts to construction workers, the public, or the environment, the proposed Project would be required to implement Mitigation Measure MM-HAZ-2, which requires the preparation and implementation of a SMP, prior to Project demolition. Groundwater management is included because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from current or prior land uses or the deposition of undocumented fill. The implementation of this mitigation measure would reduce impacts related to the proposed Project's location on a Government Code Section 65962.5 hazardous materials site to less than significant.

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

**No Impact.** The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest airport is the Long Beach Airport, which is 4.5 miles northeast of the Project site. Therefore, the Project would not expose people in the Project vicinity to excessive noise levels from airport use and no impact would occur.

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

**Less than Significant Impact.** The proposed Project would be contained entirely within the Project site and served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Department, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes within the Port of Long Beach (POLB). Proposed Project activities will occur within the facility footprint and does not involve modifications to the Harbor Department roads. Therefore, implementation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

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

**No Impact.** There are no wildlands within the Project site or in the general Project vicinity. According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area and is not located within a High Fire Risk Area (HFRA) (CAL FIRE, 2023). According to the City of Los Angeles Profile Report, the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (City of Los Angeles, 2023). Furthermore, according to the City of Long Beach Public

Safety Element, the Project site is within a Least Critical Fire Hazard Area (City of Long Beach, 1975). As mentioned, the Project proposes the demolition of above ground structures and underground utilities and there are no planned construction activities post-demolition. Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Implementation of the proposed Project would not result in significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur.

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## X. Hydrology and Water Quality

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

### Discussion

Would the Project:

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

**Less than Significant Impact.** The Project site is currently comprised of the decommissioned Calciner facility and associated operating equipment, parking and a small amount of landscaping on the perimeter of the Project site. The proposed Project involves the demolition of above ground structures and underground utilities, which could contribute to pollutant loading in stormwater runoff from the site. Exposed and stockpiled soils could be subject to wind and water conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading, as a result of runoff from the site.

The Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, including the preparation of a

Storm Water Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs) to minimize soil erosion/sedimentation and other runoff from the Project site from entering the storm drains during the demolition period. Compliance with all applicable federal, State, and local requirements would reduce the potential for proposed Project demolition to result in the release of contaminants into the storm drain system or groundwater, which would preclude the proposed Project from causing a violation of any adopted water quality standards or waste discharge or treatment requirements during demolition activities.

The Project proposes removal of all above ground structures including buildings, underground storage tanks, equipment, vessels, piping, electrical, and instruments within the confines of the property unless otherwise specified. All underground utilities including sanitary sewer piping/equipment and storm water system equipment would also be removed. Post-demolition activities would increase pervious surfaces on-site thereby decreasing the potential for surface runoff. However, the Project site would be covered in gravel or crushed rock upon completion to guard against dust and erosion which would allow surface water to percolate into the ground or evaporate and avoid surface runoff. Therefore, the proposed Project would not violate water quality standards and discharge requirements or otherwise substantially degrade water quality. There are currently no proposed development or proposed operations for the site following the proposed demolition of the Calciner facility. Therefore, operational impacts would be less than significant as there is no planned development post-demolition and gravel or crushed rock would be used to capture stormwater and direct its flow, allowing underground percolation. Any future use of the site would require environmental review, at which time operational water quality impacts would be evaluated. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts regarding water quality and discharge requirements would be less than significant.

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

***Less than Significant Impact.*** The proposed Project involves the demolition of above ground structures and underground utilities, returning the Project site to pre-construction conditions. The existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation would remain on site. The proposed Project would excavate to a maximum depth of 12-13 feet for the removal of all underground elements. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface (bgs) (City of Long Beach, 1988). Specifically, according to the Geotechnical Investigation prepared for the Project, groundwater was encountered at a depth of 7.3 feet bgs (AECOM, 2023). Groundwater is present on the Project site within the upper 50 feet; therefore, there is a potential of groundwater rising to within 10 feet bgs.

If groundwater is encountered during excavation, temporary dewatering would be required, and the demolition contractor would be expected to manage the groundwater/dewatering process, including any disposal of wastewater in accordance with the NPDES permit and requirements. Any dewatering would be temporary and cease when excavation is complete. Thus, dewatering during excavation would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Thus, excavation impacts would be less than significant.

Currently, the Project site is primarily impervious, consisting of the idle Calciner and associated operating equipment, parking, and a small amount of landscaping on the perimeter of the Project site. The Project proposes the removal of all underground utilities, including all sanitary sewer piping/equipment and storm water system equipment and increase pervious surfaces on-site, thereby increasing the potential for infiltration. On-site activities during demolition requiring water would be used from the existing water main connection and would not utilize groundwater for on-site dust control, which would not affect groundwater levels. The Project site would be covered in gravel or crushed rock to guard against dust and erosion which allows surface water to percolate into the ground or evaporate and avoid surface runoff. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project would impede sustainable groundwater management to the basin. Groundwater in the project vicinity is brackish and due to prior contamination has been excluded by the State as a drinking water resource (Port of Long Beach, 2006). Thus, the proposed Project would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level, and impacts would be less than significant.

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

***Less than Significant Impact.*** The Project does not propose any alteration to a stream or river course because there are none in the vicinity. Soil disturbance would temporarily occur during excavation for the removal of underground utilities. Disturbed soils may be susceptible to erosion from wind and rain, however, compliance with the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP, would reduce airborne dust on-site. The SWPPP will describe BMPs to prevent sediment and other pollutants from leaving the site and entering waterways. There are currently no proposed development or proposed operations for the site following the proposed demolition of the Calciner facility.

The proposed Project would alter the existing drainage pattern of the site or area by removing all above ground structures and all underground utilities, including all stormwater management systems. However, the proposed Project would be covered in gravel or crushed rock to guard against dust and erosion and allow stormwater to infiltrate into the



underlying soils, which would reduce the potential for sediment and stormwater runoff. Therefore, the proposed Project would not alter the course of a stream or river, in a manner which would result in on- or off- site flooding or would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to stormwater drainage systems and drainage patterns would be less than significant.

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

**Less than Significant Impact.** The proposed Project would alter the existing topography or drainage patterns on- or off-site due to the removal of all underground utilities. Stormwater runoff is currently collected from the Project site and conveyed through runoff drains which flow into catch basins, collected into stormwater drains, and ultimately drain into the receiving water. The proposed Project would remove all stormwater systems and return the site to pre-development conditions, increasing pervious surfaces on-site compared to existing conditions. The proposed Project would be covered in gravel or crushed rock to guard against dust and erosion and allow stormwater to infiltrate into the underlying soils, which would reduce the potential for stormwater runoff and flooding. The Project site would also be slightly sloped post-demolition to allow stormwater to flow and infiltrate into the soil to avoid ponding. Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the northern portion of the Project site is located within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding (FEMA, 2023a). The southern portion of the Project site is located within Special Flood Hazard Area (Zone A), presenting a one percent annual chance of flooding (i.e., 100-year flood zone) (FEMA, 2023a). With the implementation of gravel or crushed rock and compliance with SWPPP and BMPs, stormwater on the Project site would infiltrate into the soil and flooding impacts would be less than significant. Thus, the proposed Project would not result in flooding on- or off-site. Impacts related to surface water runoff would be less than significant.

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

**Less than Significant Impact.** As previously discussed in *Hydrology Impacts X.a (i)* and *X.a (ii)* above, the proposed Project would alter the drainage pattern of the Project site by removing all underground utilities. The Project site is currently mostly impervious currently consisting of the idle Calciner and associated operating equipment, parking, and a small amount of landscaping on the perimeter of the Project site. The proposed Project proposes the removal of all underground utilities, including all sanitary sewer piping/equipment and storm water system equipment, returning the site to pre-construction conditions increasing pervious surfaces. The existing railroad tracks, railroad-related equipment, and the SCE substation would remain on-site. Post-demolition, the Project site would be covered with gravel or crushed rock surface, allowing water to infiltrate into the underground soils, avoid surface runoff and prevent flooding. The implementation of BMPs on-site during construction would prevent potential pollutants on-site that could potentially be carried in

stormwater runoff and enter the receiving water. Compliance with the NPDES Construction General Permit, requiring the preparation and implementation of a SWPPP and BMPs to minimize soil erosion/sedimentation and other runoff would minimize the likelihood of polluted runoff entering the watercourse. Therefore, the proposed Project would not create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff. Impacts related to runoff water would be less than significant.

**iv) Impede or redirect flood flows?**

**Less than Significant Impact.** The proposed Project would alter existing drainage patterns by removing all underground stormwater systems and redirecting flood flows. Based on a review of the FEMA Flood Insurance Rate Map, the northern portion of the Project site is located within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding (FEMA, 2023a). The southern portion of the Project site is located within Special Flood Hazard Area (Zone A), presenting a one percent annual chance of flooding (i.e., 100-year flood zone) (FEMA, 2023a). The Project would remove all underground utilities including all stormwater systems and would increase pervious surfaces on-site, compared to existing conditions. The site would be slightly sloped post-demolition to allow stormwater to flow and infiltrate into the soil to avoid ponding. Additionally, the proposed Project would be covered with gravel or crushed rock allowing water to infiltrate into the underground soils, avoiding surface runoff, and preventing flooding. Implementation of the SWPPP and BMPs would further reduce runoff and flooding potential on-site. Therefore, the proposed Project would not be susceptible to significant flood damage and impacts would be less than significant.

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

**Less than Significant Impact.** The southern portion of the Project site is located within Special Flood Hazard Area (Zone A), representing a one percent annual chance of flooding (i.e., 100-year flood zone) (FEMA, 2023a). According to the National Levee Database, the nearest levee to the Project site is the Dominguez Channel Levee System 2, located north, east, south, and west of the Project site (USACE, 2023). Levees serve as a built-up, armored riverbank, which protects the Project site from flooding. The Project site would be primarily pervious, covered with gravel or crushed rock to allow water to infiltrate into the soil, and slightly sloped to avoid ponding, therefore, impacts regarding flooding due to levee failure would be less than significant. According to the Department of Water Resources (DWR), Division of Safety of Dams, the nearest dam to the Project site is the Palos Verdes Reservoir dam, located approximately 5.4 miles east of the Project site (FEMA, 2023b) and in the event of a storm-induced failure of a southeast section of Main Dam would drain into the West Basin of the Port of Los Angeles and not near the Project site (DWR, 2024). Due to the distance of the Palos Verdes Reservoir and enclosed body of waters to the Project site, impacts regarding dam failure and seiches would be less than significant.

A tsunami is a sea wave of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or violent underwater volcanic eruptions (City of Long Beach, 2023). Based on the Tsunami Hazard Area Map and the Profile Report, the Project site is within a Tsunami Hazard Area (CGS, 2023; City of Los Angeles, 2023). According to the City of Long Beach Hazard Mitigation Plan, the Project site is within a low impact zone for tsunamis (City of Long Beach, 2023). There are currently no proposed development or proposed operations for the site following the proposed demolition of the Calciner facility; the proposed Project would not have a significant impact on people or structures during the event of a tsunami. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flood hazard, tsunami, or seiches. Impacts would be less than significant.

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

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

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan (DWR, 2014). The City of Long Beach is located within the Coastal Plain of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin (DWR, 2020). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California (WRD) developed the Groundwater Basins Master Plan, which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins (WRD, 2016).

The proposed Project would demolish above ground structures and underground utilities, with no currently proposed development, uses, or operations post-demolition. As previously stated, on-site activities during demolition requiring water would be used from the existing water main connection and would not utilize groundwater for on-site dust control. Disposal of any water at the site would be in accordance with NPDES Construction General Permit requirements. No new land uses are proposed that would involve increased demand for groundwater supplies and the proposed Project would involve covering the site with gravel or crushed rock allowing water to infiltrate into the underground soils instead of as runoff and would therefore not impact water quality. Therefore, impacts related to water quality control or groundwater management planner would be less than significant.

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## XI. Land Use and Planning

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

### Discussion

Would the Project:

#### a) Physically divide an established community?

**No Impact.** The Project site is located at Pier A, 2450 Pier B Street, Long Beach, CA 90813, north of Pier A Way, east and south of Pier B Street, west of Carrack Avenue. To the west of the Project site is the Valero Refinery and Alliance Energy Group’s Harbor Cogeneration. To the east of the site is the Toyota Logistics Services Facility at Pier B. To the south is the Pier A container terminal with an intermodal railyard and the Cerritos Channel. The area surrounding the Project site consists of a mix of oil and gas industrial uses, car storage facilities and container terminals. The Project would involve the demolition of above ground structures and underground utilities, returning the Project site to pre-construction conditions, leaving the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation on site. There are currently no proposed development, operations, or new uses for the site following the proposed demolition of the Calciner facility. There are no residential areas, uses, or communities within the Project site or in the Port of Long Beach (POLB). Therefore, the proposed Project would not physically divide an established community. No impact related to the physical division of an established community would occur as a result of the proposed Project.

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

**No Impact.** The Port Master Plan (PMP) identifies land uses specific to the POLB. The PMP is also a requirement of the California Coastal Act (CCA), of which POLB is subject to (Chapter 8, Section 30711(a)). Permitted uses in the Planning District 3 within the PMP include oil production, primary port facilities, utilities, and ancillary port facilities (POLB, 1990). The proposed Project, the southern part of which is within the PMP, would not conflict with the site’s PMP permitted uses. The proposed Project would involve the demolition of above ground structures and underground utilities, returning the Project site to pre-construction conditions, leaving the existing railroad tracks, railroad-related equipment, and the SCE substation on site. There are currently no proposed development,

operations, or new uses for the site following the proposed demolition of the Calciner facility. As such, the proposed Project would be consistent with the applicable permitted uses of the PMP.

The Project site is within the Coastal Zone, which requires compliance with the CCA as administrated by the California Coastal Commission (CCC). The CCC certified the PMP, as amended in 1990, which ensures that activities guided by the PMP would also be consistent with the policies of the CCA. As such, the Project would not conflict with the CCA, as the Project would return the Project site to pre-construction conditions.

The southern portion of the Project site within the City of Long Beach has a zoning designation of Port-related Industrial (IP). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Permitted uses in the IP zone are primarily port-related or water dependent but may also include water-oriented commercial and recreational facilities primarily serving the public, and utility installations and rights-of-way. Additionally, the northern portion of the Project site located in the City of Los Angeles is zoned as Heavy Industrial (City of Los Angeles 2023). Permitted uses in the M3 zone include heavy industrial uses such as: acetylene gas manufacture or storage; alcohol manufacture; ammonia, bleaching powder, or chlorine manufacture; blast furnace or coke oven; boiler works; brick, tile, or terra cotta manufacture, to name a few. Therefore, the proposed Project would be consistent with existing zoning regulations.

The proposed Project would also comply with plans and policies related to Air Quality, Biological Resources, Greenhouse Gas (GHG), Noise, and Transportation and with City of Long Beach General Plan elements, notably the Conservation Element, 1973, Land Use Element, 2019, Mobility Element, 2019, Urban and Design Element, 2019 and the City of Los Angeles General Plan Framework Element, 1996 and Conservation Element, 2001 and Wilmington - Harbor City Community Plan. Please see the respective sections in this Initial Study/Mitigated Negative Declaration (IS/MND) for details.

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

## References

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## XII. Mineral Resources

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

### Discussion

Would the Project:

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

**Less than Significant Impact.** The Project site is located in a highly developed area and is surrounded predominantly by industrial land uses. According to the Department of Conservation (DOC), Mineral Land Classification Map, the Project site is not located within a Mineral Resource Zone where geologic data indicates the presence of significant mineral resources. (DOC, 2023a). Additionally, the Project site is not utilized for mineral resource extraction since the existing well on-site (Well No. 3 T 31 C) was plugged in the 1980's. Therefore, the proposed Project would have no impact on the availability of a known mineral resource that would be of value to the region and the residents of the State, and less than significant impacts would occur.

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

**Less than Significant Impact.** According to the DOC Geologic Energy Management Division Well Finder Map, the Project site contains one plugged oil well (DOC, 2023b). Excavation for the removal of underground utilities would occur around the plugged oil well, which will be left on-site to avoid the release of hazardous materials. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any oil wells within the Project site as the only well on site has already been abandoned. There are currently no proposed development, operations, or new uses for the site following the proposed demolition of the Calciner facility; the site is not currently used for mineral extraction, removal of underground utilities would not create a loss of availability of a locally important mineral resource as none are present. Thus, the impacts associated with the proposed Project would be less than significant.

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### XIII. Noise

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

### Discussion

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound’s physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level; i.e., 60 dBA plus 60 dBA equals 63 dBA. However, where noise levels of different levels are combined, the change in noise level would be less than 3 dB; i.e., 70 dBA plus 60 dBA equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. 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 this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

### City of Long Beach General Plan Noise Element

The City of Long Beach Noise Element considers the impacts from transportation sources of noise with standards as shown in **Table 9, City of Long Beach Allowable Noise Exposure from Transportation Sources** (as reproduced from Table N-5 in the City of Long Beach General Plan Update Noise Element [2023]).

**TABLE 9  
CITY OF LONG BEACH ALLOWABLE NOISE EXPOSURE FROM TRANSPORTATION SOURCES**

Place Type	Land Use Uses	L <sub>dn</sub> (dBA)	
		Interior <sup>1,2</sup>	Exterior <sup>3</sup>
<i>Open Space</i> Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
<i>Neighborhoods</i> Founding and Contemporary Neighborhood (N) Multi-Family Residential-Low (MRF-L) Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
<i>Mixed Use</i> Neighborhood-serving Center or Corridor-Low (NC-L) Neighborhood-serving Center or Corridor-Low (NC-M) Transit-Oriented Development-Low (TOD-L) Transit-Oriented Development-Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed use	45	65 <sup>4</sup>
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
<i>Employment</i> Community Commercial (CC) Industrial (I) Neo-Industrial (NI)	Manufacturing, utilities, agriculture	N/A	N/A
	Office buildings, business, commercial and professional	50	N/A
<i>Unique</i> Regional Serving Facility (RSF) Downtown (DT) Waterfront (WF)	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65 <sup>4</sup>
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

1 Interior habitable environment excludes bathrooms, closets, and corridors.

2 Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

3 Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

4 Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas. Ldn = Day-Night Average Level dBA = A-weighted decibels N/A = Not Applicable

Source: City of Long Beach, General Plan Noise Element, 2023.

With respect to construction noise, the City of Long Beach General Plan Update Noise Element has the following policies under Strategy No. 12:

- 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, such as:
  - 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.
- Policy N 12-6: Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.
- Policy N 12-7: Work together with the Air Quality Management Plan (AQMD) to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

### **City of Long Beach Municipal Code Noise Regulations**

The City of Long Beach has adopted a quantitative Noise Control Ordinance (“noise ordinance”, Long Beach Municipal Code (LBMC) Chapter 8.80), which sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in Long Beach. As outlined in Section 8.80.150 of the LBMC, maximum exterior noise levels are based on land use districts. The Long Beach Noise Control Ordinance also governs the time of day that construction work can be conducted. Section 8.80.202 of the noise ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays unless allowed by the Long Beach Noise Control Officer (City of Long Beach 2020). **Table 10, City of Long Beach Exterior Noise Limits**, summarizes the exterior sound level criteria from LBMC Section 8.80.160.

**TABLE 10**  
**CITY OF LONG BEACH EXTERIOR NOISE LIMITS**

Receiving Land Use District	Time Period	Noise Level (dBA, L <sub>eq</sub> )
District One	Night: 10:00 p.m. – 7:00 a.m.	45
	Day: 7:00 a.m. – 10:00 p.m.	50
District Two	Night: 10:00 p.m. – 7:00 a.m.	55
	Day: 7:00 a.m. – 10:00 p.m.	60
District Three	Anytime	65
District Four	Anytime	70
District Five	Regulated by other agencies and laws	N/A

District One: Predominantly residential with other land use types present  
District Two: Predominantly commercial with other land use types also present  
Districts Three and Four: Predominantly industrial with other land use types also present  
District Five: Airport, freeways and waterways regulated by other agencies  
Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.  
Source: City of Long Beach Municipal Code, 1977

### **City of Los Angeles General Plan Noise Element**

The Noise Element of the City’s General Plan policies include the CNEL guidelines for land use compatibility as shown in **Table 11**, and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels (City of Los Angeles 1999).

The following policies and objectives from the Noise Element apply to the Project:

**Objective 2 (Non-airport):** Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

**Objective 3** (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

**Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Exhibit I of the Noise Element also contains guidelines for noise compatible land uses (City of Los Angeles 1999). The following table summarizes these guidelines, which are based on the Office of Planning and Research (OPR) guidelines from 1990.

**TABLE 11**  
**CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE**

Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 75	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 75	70 to 80	Above 80
Transient Lodging – Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

**Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

**Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

**Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**Clearly Unacceptable:** New construction or development should generally not be undertaken.

SOURCE: City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006.

### **Los Angeles Municipal Code**

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing

average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people’s increased tolerance for short-duration noise events, the Noise Regulations provide a 5-dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5-dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period (Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02).

The LAMC provides that, in cases where the actual ambient conditions are not known, the City’s presumed daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas, where the actual ambient conditions are not known as set forth in the LAMC Sections 111.03, are provided in **Table 12**. For example, for manufacturing-zoned areas, the presumed ambient noise level is 60 dBA during the daytime and 55 dBA during the nighttime.

**TABLE 12**  
**CITY OF LOS ANGELES PRESUMED AMBIENT NOISE LEVELS**

<b>Zone</b>	<b>Daytime Hours (7 a.m. to 10 p.m.) dBA (L<sub>eq</sub>)</b>	<b>Nighttime Hours (10 p.m. to 7 a.m.) dBA (L<sub>eq</sub>)</b>
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

SOURCE: LAMC Section 111.03.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone, unless it is technically infeasible to do so.<sup>6</sup> LAMC Section 41.40 prohibits construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 a.m. to 9:00 p.m.; and Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.). In general, the City’s Department of Building and Safety enforces Noise Ordinance provisions relative to equipment, and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night

<sup>6</sup> In accordance with the City’s Noise Ordinances, “technically feasible” means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.



average sound level ( $L_{dn}$ ) or the CNEL, consistent with the noise element of the local general plan.

Would the Project:

- a) **Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant Impact.** The proposed Project involves the demolition of the Calciner facility consisting of all above grade buildings, process equipment, structures, underground storage tanks, footings, piers, piles, vessels, piping, electrical equipment, instrumentation, concrete slabs, and asphalt paving within the confines of the property, and removal of the Southern California Gas Company (SoCalGas) pipe extending outside the eastern edge of the property. Project construction noise sources would include offroad construction equipment, worker trips, and haul truck trips. This equipment would generate short-term noise during the demolition of the facilities.

The nearest off-site noise sensitive receptors include the residences located approximately 0.89 miles (approximately 4,700 feet) to the northwest of the Project site. Noise generated by the proposed Project would be minimal and would occur at distances at which would attenuate greatly before reaching sensitive receptors. There are many intervening structures between the Project site and noise sensitive receptors that would block noise from reaching the receptors. Proposed demolition activities would comply with the applicable construction hours. For the portion of the site within the City of Los Angeles, demolition would not occur between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturday, and at any time on Sunday (LAMC Section 41.40). For the portion of the site within the City of Long Beach, demolition would not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays unless allowed by the Long Beach Noise Control Officer (LBMC Section 8.80.202). LAMC Section 112.05 does apply to the proposed Project because the Project site is not located within 500 feet of a residential zone. Therefore, on-site demolition noise from the proposed Project would result in less than significant impacts due to the substantial distance from the site to sensitive receptors (approximately 4,700 feet away) and compliance with applicable noise standards.

Roadway noise would be generated from worker and haul truck trips traveling to and from the Project site. The Project would generate a maximum of approximately 15 worker trips and 345 haul truck trips per day during Phase 1 (Phases 2 through 4 would generate fewer trips). The SoCalGas pipeline removal would generate approximately 8 worker trips and 2 haul truck trips per day, which for analysis purposes is assumed to overlap with Phase 1. A doubling of traffic volumes on a roadway is required to increase traffic noise levels by 3 dBA, which is a barely perceptible increase to a healthy human ear (Minnesota DOT). The worker and haul trips would generally occur along roadways surrounded by industrial

land uses that are not considered sensitive to noise. The relatively small number of trips would not cause a doubling of traffic volumes, the off-site traffic noise impacts during demolition would be less than significant.

Since the proposed Project only includes demolition of the existing facilities and removal of a pipeline and no operational components, there would no permanent increase in ambient noise levels associated with the proposed Project and no impact would occur.

**b) Result in the generation of excessive groundborne vibration or groundborne noise levels?**

***Less than Significant Impact.*** Vibration can be interpreted as energy transmitted as waves through the ground. These energy waves generally dissipate with distance from the vibration source. Since energy is lost during the transfer of energy from one particle to another, vibration attenuates rapidly with distance. Groundborne vibration and noise associated with some construction activities, including the use of pile drivers, blasting, and vibratory rollers can cause excessive vibration. The proposed Project would not include any such activities. Groundborne vibration and noise levels generated by the types of equipment required to construct the Project would be minimal and would not cause human annoyance or structure damage at a distance of 25 feet or beyond from the source (FTA, 2018). No existing historic structures that would be potentially vulnerable to vibration are located in the immediate vicinity of the Project site such that any damage related to groundborne vibration from construction activities would occur. This impact associated with the proposed Project would be less than significant and mitigation measures are not warranted.

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

***No Impact.*** The proposed Project is located approximately 4.5 miles southwest of the Long Beach Airport and is not located within the 60 dBA Ldn noise contours for the airport. The proposed Project would not involve the development of noise-sensitive land uses that would be exposed to excessive aircraft noise. Therefore, there would be no impact.

## References

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City of Long Beach Municipal Code, Chapter 8.80.

City of Los Angeles Municipal Code, Section 111.03, Table II

City of Los Angeles Municipal Code, Section 41.40.

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## XIV. Population and Housing

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

### Discussion

Would the Project:

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

**No Impact.** The proposed Project would involve the demolition of above ground structures and underground utilities, returning the Project site to pre-construction conditions, except for leaving the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation on site. The Project does not propose any residential uses that would introduce a new permanent population to the Project site as demolition workers would likely come from the regional area and would not need to relocate for the purpose of working on the proposed Project. During demolition and grading activities, approximately 12–15 construction workers per day would be present for approximately 12 months. It is anticipated that this nominal amount of construction workers would come from the local labor force and therefore would not require the increase of permanent staff and therefore would not introduce new families to the Project site and area. Therefore, the proposed Project would not include unplanned direct or indirect population growth in the area and no impact would occur.

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

**No Impact.** The Project site is currently comprised of the idle Calciner and associated operating equipment, parking, and a small amount of landscaping on the perimeter of the Project site. No housing or residential uses occur within the Project site or Port of Long Beach (POLB). As mentioned in the Project Description above, the Project site is zoned IP within the City of Long Beach and M3 within the City of Long Angeles therefore, residential uses are not a permitted use within the Project Site. The Project does not propose implementation of housing or residential uses and therefore would not displace

any existing housing or residents. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere and no impact would occur.

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## XV. Public Services

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

### Discussion

Would the Project:

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

i) **Fire protection?**

**Less Than Significant.** The proposed Project is served by the Long Beach Fire Department Fire Station No. 24 located at 111 Pier S Ave, approximately 1.5 miles south of the Project site (City of Long Beach, 2023a). As mentioned, the proposed Project would demolish the Calciner facility consisting of above ground structures and underground facilities, returning the Project site to pre-construction conditions, except for the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation. Demolition activities would occur on site, and no street closures are anticipated that would potentially impact service ratios, response times, or other fire department performance objectives. Given the presence of flammable materials on site, the proposed Project would comply with all applicable state, federal, and local laws and regulations to reduce potential risks from flammable materials. The proposed Project would not induce population growth in the area and would not result in a substantial increase in the demand for fire protection services. Thus, the proposed Project would not exacerbate the potential for fire hazards and would not increase demand for fire services. Impacts regarding fire protection would be less than significant.

ii) **Police protection?**

**No Impact.** The Long Beach Police Department provides police services to the Project site. The closest police station is the Police Headquarters South Division located at 400

W Broadway, approximately 1.9 miles east of the site (City of Long Beach, 2023b). As mentioned, the proposed Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for police protection services. Demolition activities would occur on-site, and no street closures are anticipated that may potentially affect service ratios, response times, or other police department performance objectives. Therefore, the proposed Project would not require new or expanded police facilities that would cause significant environmental impacts. No impacts related to police services would occur.

### iii) Schools?

**No Impact.** The Long Beach Unified School District (LBUSD) serves the Project site (LBUSD, 2023). The Project does not propose any residential development that may introduce new permanent student residents to the LBUSD. There is currently no proposed new development, proposed new operations, or proposed new land uses for the site following Tesoro Refining and Marketing Company LLC (Tesoro) proposed demolition of the existing Calciner Facility. As discussed above, the Project does not propose development that would introduce new families with school-aged children into the LBUSD. Demolition activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impacts to existing or planned schools would occur.

### iv) Parks?

**No Impact.** The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks or recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. The proposed Project would not introduce residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. As mentioned, during demolition and grading activities, approximately 12-15 construction workers per day would be present for approximately 12 months. While some of the construction workers may utilize local parks and recreational facilities during the work day, such use would be anticipated to be limited. The proposed Project would not require the construction of new or expanded park facilities. No impact related to existing or planned parks would occur.

### v) Other public facilities?

**No Impact.** The proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Thus, impacts related to other government services or public facilities such as libraries would not occur.

## References

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City of Long Beach, 2023b. MapIt. Police Stations. Available at:  
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## XVI. Recreation

<i>Issues:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>RECREATION —</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

**No Impact.** The nearest recreational facilities to the Project site are East Wilmington Greenbelt Park, addressed 1300 E O St, Wilmington, located 1.3 miles northwest of the Project Site, Cesar Chavez Park Community Center, addressed 401 Golden Ave, located 1.5 miles east of the Project Site, and Admiral Kidd Park Community Center, addressed 2125 Santa Fe Ave, located 1.4 miles north of the Project site (City of Long Beach, 2023a). The Project would demolish the idle Calciner facility consisting of above ground structures and underground facilities, returning the Project site to pre-construction conditions, except for the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation. The proposed Project would not induce population growth in the area, and therefore, would not cause an increase in the use of existing parks or recreational facilities. During demolition and grading activities, approximately 12-15 construction workers per day would be present for approximately 12 months. While some of the construction workers may utilize local parks and recreational facilities during the work day, such use would be anticipated to be limited. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact on existing parks or recreational facilities would occur.

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

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

## References

City of Long Beach, 2023a. MapIt. Park Services. Available at:  
<https://maps.longbeach.gov/pages/apps>. Accessed November 29, 2023.

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## XVII. Transportation

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

### Discussion

Would the Project:

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

**Less than Significant Impact.** The proposed Project would result in temporary passenger vehicles and haul truck trips during demolition. During demolition and grading activities, approximately 12-15 construction workers per day would be present for approximately 12 months. Truck trips associated with the proposed Project would be distributed throughout the workday, with a higher number of trucks traveling to the site during the early hours of the day. Given the temporary period of demolition and grading (approximately 12 months), truck trips would occur during a limited time and along designated roadways outlined in the City of Long Beach Mobility Element and Port Master Plan (PMP). Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state highways would require a Caltrans transportation permit. Truck trips are assumed to transport demolition debris to Buttonwillow Landfill in Kern County, approximately 160 miles northwest of the Project site. In compliance with the City of Long Beach Mobility Element, demolition debris would be transported via designated routes such as the Interstate 710 (I-710) and the Interstate 110 (I-110) Freeways (City of Long Beach, 2013). Per the California Department of Transportation (Caltrans) recommendations, trucks hauling demolition-generated materials would be covered with tarpaulin to avoid debris spillage onto state facilities and would be scheduled to use alternative routes to avoid congested highways, especially during peak hours.

Furthermore, the proposed Project would be consistent with all laws, policies and plans for handling and transporting waste and demolition material. In compliance with the City of Long Angeles Mobility Plan 2035, the proposed Project would be consistent with the citywide general plan circulation system as the proposed Project does not propose closure

of nearby roads and would not include modifications to any public roadways or driveways (City of Los Angeles, 2018). Additionally, the proposed Project would not conflict with the Wilmington-Harbor City Community Plan as the proposed Project would not impede future economic development and livelihood between the Wilmington and Harbor City and the Port of Los Angeles (POLA). Therefore, the proposed Project would comply with the City of Long Angeles Mobility Plan 2035, Wilmington-Harbor City Community Plan, in addition to the City of Long Beach Mobility Element and PMP.

The proposed Project would therefore not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as there are no transit, bicycle and pedestrian facilities in the Project vicinity and no amendments to the circulation or roadway are proposed. Impacts would be less than significant.

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

***Less than Significant Impact.*** Section 15064.3 of the California Environmental Quality Act (CEQA) Guidelines, describes specific considerations for evaluating a project's transportation impacts under CEQA. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of Level of Service (LOS) analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. VMT refers to the amount of travel and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light-duty trucks trips. As clarified by the Office of Planning and Research (OPR), heavy-duty truck VMT is not required to be included in the estimation of a Project's VMT analysis and that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (OPR 2018). During demolition and grading activities, approximately 12-15 construction workers per day would be present for approximately 12 months. Since there are no proposed development, proposed operations, or proposed new land uses for the site post-demolition, there would be no vehicle or automobile trips to or from the site after completion of demolition activities. The proposed Project would generate less than 110 trips per day for 12 months and no trips thereafter. Therefore, VMT associated with the proposed Project would be less than significant.

**c) 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.*** The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. As mentioned, the proposed Project would demolish the idle Calciner consisting of all above ground structures and underground utilities. The Project does not propose closure of nearby roads and would not include modifications to any public roadways or driveways. Oversized truck trips during the demolition and grading

phases of the proposed Project would adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Calciner facility; therefore, impacts related to geometric design features would be less than significant.

**d) Result in inadequate emergency access?**

**Less than Significant Impact.** Demolition activities on the Project site would include construction workers as well as haul trucks. Construction trucks traveling to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, such impacts would be short-term in duration. No lane closures are proposed for the Project that would affect emergency access. Current port operation involves large heavy-duty trucks traveling through the port road network, such as semi-trailers and flatbeds and there are multiple ingress/egress routes within the Port area. As mentioned above, in compliance with the City of Long Beach Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes such as the I-710 and the I-110 Freeways (City of Long Beach, 2013). This plan is also in line with Caltrans requirements. The proposed Project is occurring entirely within the facility footprint with the exception of the SoCalGas pipeline removal, which will be undertaken on SCE-owned roads and land to the east of the Project site and does not involve modifications to the Harbor Department roads. Therefore, implementation of the proposed Project would not result in inadequate emergency access. Impacts to inadequate emergency access would be less than significant.

## References

- California Department of Transportation (Caltrans). 2020. Transportation Analysis under CEQA. First Edition. Available at: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-1st-edition-tac-fnl-a11y.pdf>. Accessed December 29, 2023.
- City of Los Angeles. 2018. Mobility Plan 2035. Available at: [https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility\\_Plan\\_2035.pdf](https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf). Accessed May 8, 2024.
- City of Long Beach. 2013. Mobility Element. Available at: <https://longbeach.gov/lbcd/planning/advance/general-plan/>. Accessed December 2027, 2023.
- Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Available at: [https://opr.ca.gov/docs/20180416-743\\_Technical\\_Advisory\\_4.16.18.pdf](https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf). Accessed December 29, 2023.
- Port of Los Angeles. 2018. Port of Los Angeles (POLA) Master Plan and Risk Management Plan. Available at: <https://www.portoflosangeles.org/about/port-master-plan>. Accessed May 8, 2024.

Port of Long Beach. 1990. Port of Long Beach Port Master Plan (PMP). Available at:  
<https://polb.com/download/62/mission-and-vision/2482/final-port-master-plan-1990.pdf>. Accessed on January 4, 2024.

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## XVIII. Tribal Cultural Resources

<i>Issues:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>TRIBAL CULTURAL RESOURCES —</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Would the Project:

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

**No Impact.** As discussed in Section V *Cultural Resources*, of this Public Review Draft Initial Study/Mitigated Negative Declaration (IS/MND), the Cultural Resources Assessment Report (Appendix E) for the proposed Project included an SCCIC records search, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, review of geologic maps, and historic topographic maps and aerial photographs. Although no archaeological resources have been previously recorded within the Project site or within its 0.5-mile radius, and the SLF search yielded negative results, the geologic map review depicts Younger Quaternary alluvium mapped at surface within the Project site. The Holocene-age of this alluvium is conducive to the preservation of subsurface prehistoric archaeological deposits. According to a review of historic topographic maps and aerial photographs, the Project site was located within salt ponds and in proximity to a series of streams that could have provided a food source and fresh water to prehistoric inhabitants. Moreover, several Gabrielino villages are known to have been located in the vicinity of the Project site. The Cultural Resources Assessment Report concluded that there is a moderate potential for finding archaeological resources within the Project site.

On February 1, 2024, the Port of Long Beach (POLB) submitted notification and request for consultation letters to eleven individuals and organizations using the NAHC's generated list dated December 26, 2023, in accordance with Assembly Bill 52. The notification and request for consultation letter was sent to the following Native American Tribal Representatives:

- Christina Swindall Martinez, Gabrieleno Band of Mission Indians - Kizh Nation
- Andrew Salas, Gabrieleno Band of Mission Indians - Kizh Nation
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Gabrielino /Tongva Nation
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrielino-Tongva Tribe
- Sam Dunlap, Gabrielino-Tongva Tribe
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Jessica Valdez, Soboba Band of Luiseno Indians
- Joseph Ontiveros, Soboba Band of Luiseno Indians

The letters provide brief descriptions of the proposed Project and its location, maps, the lead agency's contact information, and notification that the tribe has 30 days to request consultation with the POLB pursuant to Public Resources Code section 21080.3.1. Two tribes responded to the notification letters, the Gabrieleño Band of Mission Indians - Kizh Nation (Kizh Nation) and the Gabrielino Tongva Indians of California Tribal Council (Gabrielino Tongva).

The Kizh Nation initially requested consultation, but subsequently cancelled their request prior to the scheduled consultation meeting on March 21, 2024 citing the proposed Project would have a low potential for impacting tribal cultural resources, and therefore the tribe does not require consultation for the Project. On February, 9, 2024, the Gabrielino Tongva requested to be provided with the Cultural Resources Assessment Report for the proposed Project. On February 14, 2024, the POLB provided the report to the Gabrielino Tongva. As of March 27, 2024, no responses have been received from any other Native American contacts. No tribal cultural resources were identified as a result of consultation. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined by Public Resources Code (PRC) Section 21074(a), that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources. No impact would occur.



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

***Less than Significant with Mitigation Incorporated.*** As previously discussed, and in the Cultural Resources Assessment Report, there is a moderate potential for unearthing buried prehistoric archaeological resources based on the age of the soils which are conducive to the preservation of archaeological resources, proximity to sources (water and salt ponds), and several Gabrielino villages in the vicinity.

The POLB submitted notification and request to consult letters to eleven individuals and organizations on February 1, 2024, pursuant to Assembly Bill (AB) 52. The Kizh Nation indicated that the Project site has a low potential for impacting tribal cultural resources, and therefore the tribe does not require consultation for the proposed Project. Per the request of the Gabrielino Tongva, the POLB provided the tribe with the Cultural Resources Assessment Report. As of March 26, 2024, no additional responses have been received from any other Native American contacts. No tribal cultural resources were identified as a result of consultation.

Based on the results of the Cultural Resources Assessment Report, which indicates a moderate potential for finding buried prehistoric archaeological resources, Unanticipated Discovery of Tribal Cultural Resources has been included in Mitigation Measure MM-TCR-1 in the event prehistoric archaeological resources qualifying as tribal cultural resources are unearthed. With implementation of Mitigation Measure TCR-1 impacts would be less than significant.

### ***Mitigation Measure***

Implementation of **Mitigation Measure MM-TCR-1** would to reduce potential impacts to tribal cultural resources.

**MM-TCR-1: Unanticipated Discovery of Tribal Cultural Resources.** Applicant's contractor shall instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if any materials are uncovered that are suspect of being associated with Native American Tribes. In the event tribal cultural resources are encountered during earthmoving activities, the contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the POLB Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Personnel of the project shall not collect or move any suspected tribal cultural resources and associated materials. Applicant shall immediately retain a qualified archaeologist and consult with appropriate Native American tribal representatives to determine treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered.

Demolition activities shall not resume until the qualified archaeologist has made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a tribal cultural resource pursuant to the California Environmental Quality Act (CEQA), avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological or tribal cultural resource.

Within ninety (90) days of the discovery of any tribal cultural resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the Director of Environmental Planning at [CEQA@polb.com](mailto:CEQA@polb.com). The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.

## XIX. Utilities and Service Systems

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

### Discussion

Would the Project:

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

***Less than Significant Impact.*** The proposed Project would remove all above grade buildings, process equipment, structures, footings, piers, piles, vessels, piping, electrical equipment, instrumentation, concrete slabs and asphalt paving within the confines of the property (as shown in Figure 3 above). The Project would also demolish and remove all underground utilities, storm water, fire water and domestic water systems, sanitary sewer system, piping, conduits, concrete structures, vaults within the property and car parking areas, returning the Project site to pre-construction conditions, except for the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation. The site would be left covered in gravel or crushed rock to guard against dust and erosion. Therefore, there would no construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

During proposed Project activities, portable restrooms would be available and would not contribute to wastewater flows to the City's wastewater system. There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Calciner facility. Project impacts related to wastewater would be less than significant.

Following removal of all above ground structures and underground facilities, the Project site would be covered with gravel or crushed rock to guard against dust and erosion, which would allow water to percolate into the underlying soil. Therefore, the proposed Project would have less than significant impact associated with stormwater drainage facilities.

The proposed Project would be served by SCE. Since the proposed Project would last approximately 12 months, the proposed Project accounts for a negligible portion of energy consumption. During grading, the proposed Project would consume electricity on a limited basis, for powering lights, electronic equipment, or other construction activities necessitating electrical power.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Calciner facility. Therefore, no new or updates to the existing electric power, natural gas, or telecommunication facilities would be required; nor would any new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facility be required. Impacts would be less than significant.

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

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

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

***Less than Significant Impact.*** During demolition and grading activities, portable restrooms would be available for construction workers and would not contribute to wastewater flows to the City's wastewater system. The proposed Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant. There would be no other wastewater other than the storm

runoff. No new or expanded wastewater treatment facilities would be required for the proposed Project as the Project site would be covered with gravel and crushed rock to guard against dust and erosion, which would allow water to percolate into the underlying soil and reduce stormwater runoff.

There is currently no proposed development, proposed operations, or proposed new land uses for the site following the proposed demolition of the Calciner facility. Project impacts related to wastewater would be less than significant.

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

***Less than Significant Impact.*** The proposed Project would temporarily generate demolition debris such as trash, scrap metal, abrasive material, concrete, and general demolition scrap which would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code. CALGreen stipulates that 65 percent of construction waste shall be diverted, while AB 939 specifies 50 percent. Compliance with all applicable statutes and regulations would ensure that the proposed Project's impacts would be less than significant. All demolition debris would be exported to Buttonwillow Landfill in Kern County, approximately 139 miles northwest of the Project site. The Buttonwillow facility serves a wide variety of industrial customers throughout California, with a permitted landfill capacity of 950,000 cubic yards (Clean Harbors). Since the Project proposes the demolition of the idle Calciner with no planned development post-demolition, the Project would generate a minimal amount of solid waste for a temporary period of 12 months and no new additional waste beyond existing conditions would be generated. Therefore, demolition and post-demolition impacts related to solid waste capacity and reduction goals would be less than significant.

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

***Less than Significant Level.*** The proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939 which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle, 2023). Additionally, the Project would be consistent with the City of Long Beach Construction and Demolition Debris Recycling Program, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction (City of Long Beach, 2023). Therefore, the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, State, and local solid waste regulations would be less than significant.

## References

- California Department of Resources Recycling and Recovery (CalRecycle). 2023. California's Solid Waste Mandates. Available at: <https://calrecycle.ca.gov/StateAgency/Assistance/4RsGuide/Intro/#:~:text=Assembly%20Bill%20939%20%28Sher%2C%20Chapter%201095%2C%20Statutes%20of,activities%20to%20assist%20local%20governments%20in%20this%20effort.> Accessed December 29, 2023.
- City of Long Beach, 2023. Construction and Demolition (C&D) Debris Recycling Program. Available at: <https://www.longbeach.gov/lbcd/building/cd/>. Accessed December 29, 2023.
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## XX. Wildfire

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

### Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

**No Impact.** Project demolition activities would be contained entirely within the Project site and served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Department, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during demolition. All demolition activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes within the Port of Long Beach (POLB). No impact related to emergency response or emergency evacuation plans would occur.

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

**No Impact.** According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area and is not located within a High Fire Risk Area (HFRA) (CAL FIRE, 2023). Additionally, according to the City of Los Angeles Profile Report, the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (City of Los Angeles, 2023). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard

Area (City of Long Beach, 1975). The Project proposes the demolition of above ground structures and underground utilities and there is no planned construction post-demolition. Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to wildfires. Therefore, no impacts would occur.

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

**No Impact.** The proposed Project would involve demolition of above ground structures and underground facilities, returning the Project site to pre-construction conditions, leaving the existing railroad tracks, railroad-related equipment, and the Southern California Edison Company (SCE) substation on-site. The proposed Project would not require installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, no impacts related to fire risk due to installation or maintenance of associated infrastructure would occur.

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

**No Impact.** For the reasons set out in the *Geology and Soils* and *Hydrology and Water Quality* sections of this Initial Study/Mitigated Negative Declaration (IS/MND), no impacts to people or structures would occur due to significant risks, including exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur.

## References

California Department of Forestry and Fire Services (CalFire), 2023. Available at:  
<https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed November 22, 2023.

City of Los Angeles, 2023. Zone Information and Map Access System (ZIMAS). Available at:  
<https://zimas.lacity.org/reports/b17c6dc3900844f482aaded7086b5c0.pdf>. Accessed December 27, 2023.

City of Long Beach, 1975. Public Safety Element. Available at:  
<https://longbeach.gov/lbcd/planning/advance/general-plan/>. Accessed December 27, 2023.



## XXI. Mandatory Findings of Significance

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

### Discussion

Does the Project:

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

***Less than Significant with Mitigation Incorporated.*** As discussed under Section IV, *Biological Resources*, the proposed Project is located directly north of Zone 26a, which was recorded to have a high-density colony of double-crested cormorants which usually nest on cliffs, islands, and/or trees. Within the San Pedro Bay Port Complex double-crested cormorants have adapted to nest in the structures of the electrical transmission towers near the Cerritos Channel, 0.5 miles south of the Project site; peregrine falcon has adapted to nest under urban bridges; and osprey have adapted to nest on light fixtures (POLA and POLB, 2018). Due to the Project site's proximity to the nesting habitats of the double-crested cormorants and raptor species including peregrine falcon and osprey, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, impacts could be potentially significant absent of mitigation measures. Thus, implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential impacts to biological resources to less than significant.

As discussed in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, there is a moderate potential for unearthing buried prehistoric archaeological resources based on the age of the soils which are conducive to the preservation of archaeological resources, proximity to sources (water and salt ponds), and several Gabriolino villages in the vicinity. Based on the results of the Cultural Resources Assessment Report, the Project site has a moderate potential for finding buried prehistoric archaeological and paleontological resources. The implementation of Mitigation Measures MM-CRL-1, MM-CR-2, MM-PALEO-1 and MM-TCR-1 would reduce the potential impacts to cultural and tribal cultural resources to less than significant.

Compliance with state law, the requirements of the Port Master Plan, and the implementation of the mitigation measures would reduce the proposed Project's potential impact on wildlife species and cultural resources to less than significant with mitigation incorporated.

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

***Less than Significant with Mitigation Incorporated.*** The potential for cumulative impacts occurs when the independent impacts of a given Project are combined with the impacts of related projects in proximity to the Project site that would create impacts that are greater than those of the Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. Information on future projects within a 1-mile radius of the proposed development was obtained from the POLB and City of Long Beach. A review was carried out of all projects that are proposed, on appeal, approved, or under construction as shown in **Table 13**.

Project impacts associated with aesthetics, agriculture and forestry resources, air quality, energy, geology and soils (except threshold f), greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire would result in less than significant or no impacts. As a result, the proposed Project's contribution to these potential cumulative impacts would be less than cumulatively considerable and therefore, less than significant.

As discussed in Section IV, *Biological Resources*, due to the Project site's proximity to the nesting habitats of the double-crested cormorants and raptor species including peregrine falcon and osprey, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, this contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would reduce these potential impacts to biological resources to less than cumulatively considerable and thus less than significant.

As discussed in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, based on the age of the soils which are conducive to the preservation of archaeological resources, proximity to sources (water and salt ponds), and several Gabriolino villages in the vicinity, and on the results of the Cultural Resources Assessment Report, the Project site has a moderate potential for finding buried prehistoric archaeological resources. This contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM-CR-1, MM-CR-2 and MM-TCR-1 would reduce the potential impacts to cultural and tribal cultural resources to less than cumulatively considerable and thus less than significant.

As discussed in Section VII, *Geology and Soils*, ground disturbance for the removal of the existing structures and utilities on-site would excavate to a maximum depth of 12-13 feet. This would be mostly undertaken on previously excavated soils from the original construction of the Calciner, but could in places extend into native soils. Based on the review of the geologic maps, Natural History Museum of Los Angeles County (LACM) results, and geotechnical reports for the proposed Project, the potential to encounter fossiliferous deposits within the Project Site is considered low. While there is the potential to excavate older, Pleistocene alluvium at depth, the location in the main valley between the Palos Verdes (west) and Newport-Inglewood (east) faults, suggests a fairly deep alluvial valley. This contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measure MM-PALEO-1 would reduce the potential impacts to paleontological resources to less than cumulatively considerable and thus less than significant.

As discussed in Section VIII, *Greenhouse Gas Emissions*, the proposed Project would generate GHG emissions from construction equipment, construction worker vehicles and heavy-duty trucks during temporary demolition and pipeline removal activities. The California Natural Resources Agency has clarified in the December 2009 amendments to the State CEQA Guidelines that focus on the effects of GHG emissions should be as cumulative impacts, and that GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analysis (State CEQA Guidelines Section 15064(h)(3)).<sup>7</sup> The Governor's Office of Planning and Research (OPR) technical advisory on CEQA and climate change states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (OPR 2008).

Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated

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<sup>7</sup> See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16. [https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final\\_Statement\\_of\\_Reasons.pdf](https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf), accessed May 2024.; See also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. [http://www.valleyair.org/Programs/CCAP/documents/Transmittal\\_LetterOPRApril2009.pdf](http://www.valleyair.org/Programs/CCAP/documents/Transmittal_LetterOPRApril2009.pdf), accessed May 2024.

GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project” (OPR 2008). Per State CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (State CEQA Guidelines Section 15064(h)(3)). Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions” (Section 15064(h)(3)). Thus, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions. As discussed in Section VIII, *Greenhouse Gas Emissions*, the proposed Project would result in a less than significant impact with respect to GHG emissions. The Project would also be compliant with and would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, the Project would be less than cumulatively considerable and thus less than significant.

As discussed in Section IX, *Hazards and Hazardous Materials*, although the Phase I ESA identified the site is under a Consent Order emplaced by the Department of Toxic Substances Control (DTSC) to prevent exposure of subsurface contaminated materials due to the former association with the TCL Corp./TCL2 site, the California Department of Health Services (DHS) approved the final Remedial Action Plan on April 4, 1996, therefore per the agreement, the Consent Order is terminated. The certification also confirms the site, 1) is not subject to a deed restriction and 2) has moved into operation and maintenance phase which covers Port Remediation groundwater monitoring, visual inspections, and settlement monitoring. Due to the presence of potential contamination from current and previous land use, this contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2 would reduce the potential impacts to hazardous material sites to less than cumulatively considerable and thus less than significant.

With the implementation of the mitigation measures identified herein, the Project’s impact related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources would be reduced to less than cumulatively considerable and thus less than significant. In addition, the demolition activities would be completed within approximately 12 months and there would be no operational impacts. Thus, cumulative impacts would only be present for a short duration during demolition.

**c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

***Less than Significant with Mitigation Incorporated.*** With implementation of MM-HAZ-1 and MM-HAZ-2, the proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly, according to the analysis contained within this Initial Study. Therefore, with the implementation of mitigation measures, the proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

**TABLE 13**  
**RELATED AND CUMULATIVE PROJECTS**

No	Project Title/Location	Project Description	Project Status
<b>Port of Long Beach (POLB)</b>			
1	Piers G & J Terminal Redevelopment Project	The project is in the Southeast Harbor Planning District area of the Port of Long Beach. The project will develop a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will occur in four phases and will include approximately 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Approved project. Construction ongoing.
2	Pier B On-Dock Rail Support Facility	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction pending.
3	Mitsubishi Cement Corporation Facility Modifications	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment on Pier F.	Project approved in April 2015. Construction commenced June 2021.
4	Southern California Edison Transmission Tower Replacement	Replace a series of transmission towers across the Cerritos Channel.	FEIR certified in 2017. Construction completed in August 2021. Demolition of old towers underway.
5	Toyota Facility Improvements	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Call and Generator Facility, and Fueling Station. Demolition of some existing facilities.	Mitigated Negative Declaration adopted in 2018. Construction ongoing.
6	World Oil Tank Installation	Installation of two 25,000 petroleum tanks at existing World Oil Terminals Facility at Pier C	NOP issued in January 2023. DEIR issued in October 2023. Preparation of FEIR underway.
7	Pier Wind Terminal Development	Development of a 400-acre terminal to construct and assemble large offshore floating wind turbines and a 30-acre transport corridor to transport turbines for offshore wind projects in Northern and Central California coastal waters. The project will construct new land at the port and dredge approximately 50 million cubic yards for wharf construction, sinking basin, wet storage areas, and concrete piers adjacent to the transportation corridor.	NOP/Notice of Intent of Joint EIR/EIS with U.S. Army Corps of Engineers issued in November 2023. Preparation of DEIR/DEIS underway.
<b>Alameda Corridor Transportation Authority/Caltrans</b>			
8	Schuyler Heim Bridge Replacement and State Route (SR) 47 Terminal Island Expressway	Replace the Schuyler Heim Bridge with a fixed structure and improve the SR-47/Henry Ford Avenue/ Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR-1 (Pacific Coast Highway [PCH]).	Construction completed. Elevated expressway deferred indefinitely.
<b>Caltrans</b>			
9	Vincent Thomas Bridge Deck Replacement	Replacement of the Vincent Thomas Bridge deck and seismic sensors to preserve structural integrity and enhance safety.	Construction estimated to begin October 2025 and end March 2027.

No	Project Title/Location	Project Description	Project Status
10	SR-103 Bridge Deck Replacement	Replacement of the SR-103 overhead bridge deck at the Union Pacific rail lines near Terminal Island.	Construction estimated to begin March 2024 and end November 2027.
<b>City of Long Beach Projects</b>			
11	Century Villages at Cabrillo Specific Plan	Redevelopment of portions of the existing Century Villages at Cabrillo, located at 2001 River Avenue. The Specific Plan is part of a collection of planning documents that effectively guide the services, housing, amenities, and programming for the project site.	Project approved September 2022. Construction expected to begin in early 2023.
12	Golden Shore Master Plan	Master Plan for new residential, office, retail, and potential hotel uses, along with associated parking and open space to be located in downtown Long Beach, near the southern terminus of I-710 and just east of the Los Angeles River where the river flows into Queensway Bay.	Notice of Preparation (NOP) issued November 2008. Final EIR released January 2010. In process for entitlement. Construction pending.
13	2010 E. Ocean Blvd. Project	Development of a 4-story, 56-unit condominium complex, 40 hotel rooms, and a subterranean garage with 168 parking spaces.	Under construction.
14	Pine – Pacific, bounded by Pine and Pacific Avenues, and 3rd and 4th Streets	Phase 1 consists of a 5-story residential project with 175 living units and 7,280 square feet of retail space. Phase 2 is slated as a 12-story mid-rise residential development with 186 units and 18,670 square feet of retail.	Under construction.
15	River Park Residential Development Project	Includes 226 detached and attached single-family units on the southern 15 acres of the 20-acre project site and 5 acres of Public Open Space on the northern portion of the site. The project would include 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. The proposed density is approximately 14.6 dwelling units/acre. The residential development would also include a clubhouse and pool and a 5-acre park.	Project approved November 2022. Construction is expected to begin in summer 2023.
16	Shoemaker Bridge Replacement, between Shoreline Drive and 9 <sup>th</sup> Street	Replacement of the existing Shoemaker Bridge with a new bridge over the Los Angeles River south of the existing bridge.	Project approved August 2020. Construction expected to begin in 2025.
<b>Port of Los Angeles (POLA)</b>			
17	Berth 163-164 [Nustar-Valero] Marine Oil Terminal Wharf Improvements	Demolish the existing 19,000-square-foot timber wharf and construct a new, steel and concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	IS/MND adopted September 2021. Construction pending.
18	Navy Way Seaside Interchange	Construction of roadway improvements at SR-47/Navy Way to eliminate traffic signal and movement conflicts. The project would augment and existing partial interchange at SR-47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between I-710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements.	Environmental Review in process
19	Cabrillo Way Marina	The proposed Project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in	Environmental review in process.

No	Project Title/Location	Project Description	Project Status
		the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report certified in December 2003.	
20	Berths 191-194 (Ecocem) LowCarbon Cement Processing Facility	Construct and operate a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	NOP released March 2022. EIR in progress.
21	SA Recycling Amendment to Permit No. 750	Project is located at 901 New Dock Street on Terminal Island, 90731. The proposed Project seeks an amendment to Permit No. 750 to allow for an up to 10-year extension of existing operations, with up to 5 additional years for use of the site as a non-operational restoration period for any necessary closure and remediation activities to restore the property.	Environmental review in process; Final Subsequent EIR approved by the BOHC in April 2024.
22	Westway Decommissioning	Decommissioning of Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation is in permitting phase.
23	Berths 97–109, China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and backland development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR (FSEIR) completed in 2019.
24	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Intended to provide waterfront access and promote development specifically along Avalon Boulevard. Project elements include a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
25	Berth 44 Boatyard	Redevelopment of the former San Pedro Boatworks site at 2945 Miner Street. Project components include demolition of existing structures and buildings on site; grading; paving; and construction of concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drainage, fencing, lighting, and buildings for boatyard operations.	Environmental review in process. IS/NOP issued January 2024.
26	Berths 206-209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 E. New Dock St and 921 E. New Dock St for chassis depot, storage, maintenance and repair.	Final ND approved July 2019. Addendum considered in 2023.
27	Berths 121-131 [Yang Ming] Container Terminal Improvements	Demolish existing wharf at Berths 126-129, construct a new wharf, install up to 10 new wharf cranes, reconstruct the shoreline, dredge and dispose of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard and install electric-powered RMG cranes for railcar loading/unloading.	NOI/NOP released in 2014. Draft EIR/EIS in progress.
28	Berths 148-151 (Phillips 66) Marine Oil Terminal Improvement	Construct various wharf and seismic ground improvements that are required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released March 2022. EIR in progress.
29	Terminal Island Maritime Support Facility	Development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island.	Environmental review in process. IS/NOP issued December 2023.
30	Maintenance Dredging and Structure Repair	Routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities.	Dredging intermittently initiated on average every 3-5 years; at least once



No	Project Title/Location	Project Description	Project Status
		Conducted regularly for navigational purposes. Also, routine in-kind maintenance and repairs of structures.	every 5 years. Intermittent structure repairs.
31	Outer Harbor Cruise Terminal and Outer Harbor Park	Construction of two new cruise terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45- 47 and 49-50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	Request for Proposal for future development released in 2023.
32	City Dock No. 1 Marine Research Project (AltaSea)	Development of a marine research center within a 28-acre area located between Berths 57-72. This project would change the break bulk areas east of East Channel (Berths 57-72) to institutional uses.	Phase I development in progress since 2017.
33	West Harbor Modification Project (formerly San Pedro Public Market)	Redevelopment of 30-acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000 square feet conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIR/EIR and subsequent Addendum. The revised project environmental analysis includes an 108,000-square-foot outdoor amphitheater, a 2.5-acre entertainment venue, a 100-foot diameter Ferris wheel with an approximately 150-foot tall by 50-foot wide tower attraction, and other visitor-serving commercial uses. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified September 2009.	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing NOP released April 2022. Conceptual planning by private developer ongoing.
34	SR-47/Vincent Thomas Bridge & Front St./Harbor Blvd. Interchange Reconfiguration	Reconfigure existing interchange at State Route 47/Vincent Thomas Bridge and Harbor Boulevard/ Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modification of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway.
35	Goods Movement Workforce Training Facility	Development of an approximately 20-acre site at 1400 East Anchorage Road for a goods movement workforce training center.	Environmental review in process; NOP released February 2024.
36	Al Larson Boat Shop Improvement	Modernize existing boat yard and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
37	Berths 302-306 [APL now known as Fenix Marine] Container Terminal	Improve and expand the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold; revised project ongoing.
38	Berths 238-239 [PBF Energy] Marine Oil Terminal Improvement	Demolish the existing Berth 238 loading platform, construct a new platform and associated mooring structures at Berth 238, and install landside improvements.	Construction pending.

No	Project Title/Location	Project Description	Project Status
39	Star-Kist Cannery Facility	Demolish 14-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
40	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements	Various wharf and seismic ground improvements that are required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
41	Avalon and Fries Street Segments Closure	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, and fencing and signage.	Construction pending.
42	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement.	IS/NOP issued July 2022. EIR in preparation (not yet issued).
43	Avalon Freight Services Relocation	Shift existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
<b>U.S. Army Corps of Engineers</b>			
44	Port of Long Beach Deep Draft Navigation and Main Channel Deepening	Dredge up to 10 million cubic yards of material to deepen channels, basins, and standby areas to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation will be constructed to provide electricity to dredge equipment.	POLB NEPA EIS Record of Decision issued July 2022; CEQA EIR certified by POLB September 2022. Construction estimated to commence in 2027
<b>ICTF Joint Powers Authority</b>			
45	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the POLB.	Draft EIR on hold.
<b>Community of San Pedro Projects</b>			
46	John S. Gibson Truck and Chassis Parking Lot	Develop the 1599 John S. Gibson Boulevard 18.63-acre site with a short-term truck and chassis parking facility and related site improvements. The site is anticipated to be utilized for short-term parking, as chassis with or without containers are not anticipated to be parked onsite over 24 hours. It includes paving of the site and striping of approximately 393 truck and chassis stalls. The Project would be implemented in one development phase and would require a Port Master Plan Amendment.	IS/NOP was released in October 2023. DEIR in preparation.
47	Pacific Corridors Redevelopment, San Pedro	Development of commercial/retail, manufacturing, and residential components at cross streets Gaffey and Pacific Avenue. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.
<b>Community of Wilmington Projects</b>			
48	Wilmington Redevelopment Plan Amendment/ Expansion	Expand the existing Wilmington Industrial Park (846 Watson Avenue) by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multi-family; zone changes would permit multi-use and higher density residential development). In addition to the residential development, the	NOP for Program EIR released August 2010. Currently on hold.

No	Project Title/Location	Project Description	Project Status
<p>project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.</p>			
<b>City of Carson</b>			
49	Carson Stormwater and Runoff Capture Project	Excavation of 1.5-acre parcel at Sepulveda Boulevard and Figueroa Street and installation of an underground stormwater storage facility and associated infrastructure to store up to 17 acre-feet of water.	ND adopted 2018. In operation.
50	Phillips 66 Los Angeles Carson Plant – Crude Oil Storage Capacity	Increase crude oil storage capacity at the Los Angeles Refinery Carson Plant by installing one new 615,000-bbl crude oil storage tank with a geodesic dome, increasing the annual permit throughput limit of two existing 320,000-bbl crude oil storage tanks, and installing geodesic domes on the same two existing 320,000-bbl crude oil storage tanks. Tie-ins to the Pier “T” crude oil delivery pipeline from Berth 121 would be installed.	Final ND adopted December 2014. In operation.
51	Shell Carson Facility Ethanol (E10)	Convert existing 69,000-bbl gasoline storage tanks to ethanol service. The EIR for this project included the following project objectives: (1) Increase the Carson Facility’s ethanol storage capacity by approximately 75 percent; (2) Increase ethanol tanker-truck loading capacity by at least 75 percent; (3) Include modifications that would minimize impacts to its existing capacity to receive, store and deliver other petroleum products at current levels; and (4) Maintain operational efficiency, safety, and flexibility.	Final EIR published December 2012. Design completed June 2022. In operation.

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# SECTION 5

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## Mitigation Monitoring and Reporting Program

### 5.1 Introduction

This Mitigation Monitoring and Reporting Program (MMRP) fulfills the requirements of California Public Resources Code Section 21081.6 and State California Environmental Quality Act (CEQA) Guidelines Section 15087. As stated in PRC Section 21081.6(a)(1):

*The public agency shall adopt a reporting or monitoring program for the changes made to the project, or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment.*

The Port of Long Beach (POLB or Port) is the lead agency for the proposed Tesoro Calciner Facility Demolition Project (Project) under CEQA and, therefore, has the primary responsibility for ensuring that the Project's mitigation measures are implemented. The MMRP ensures that the mitigation measures identified in the Initial Study/Mitigated Negative Declaration (IS/MND) are implemented to reduce or avoid identified environmental effects and to appropriately assign the mitigation responsibilities for implementing the proposed Project. The mitigation measures listed in the MMRP will be considered by the POLB Board of Harbor Commissioners as conditions of primary Project approval.

### 5.2 CEQA Guidelines

State CEQA Guidelines Section 15097 discusses mitigation monitoring and reporting as required in PRC Section 21081.6(a). Mitigation is defined in State CEQA Guidelines Section 15370 as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impacts by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance activities during the life of the project; and
- Compensates for the impacts by replacing or providing substitute resources or environments.

Mitigation measures provided in this MMRP are identified in IS/MND Section 4 (Environmental Setting and Impacts) as feasible and effective in mitigating Project-related

environmental impacts to biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources. Based on the findings of the IS/MND, mitigation measures are not required for aesthetics, agriculture and forestry resources, air quality, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.

### 5.3 MMRP Approach

The MMRP is organized in a table format in **Table 14**. For each mitigation measure, the MMRP identifies the following:

- Required action;
- Description of the mitigation measure, including when the action is required to be taken, and any required submittal or documentation.
- Entity responsible for the action and/or monitoring;
- Timing/Phase for completion of the action;
- Person(s) or Party verifying implementation of the action;
- Any notes or comments

When a proposed project is undertaken by an Applicant's contractors, the pertinent mitigation measures shall be included in the terms and conditions of the contractor's contracts issued by the Applicant/Permittee. The Applicant/Permittee shall undertake regular inspections of the job site to ensure that contractors are implementing the mitigation measures associated with the Project and complying with their respective contracts. POLB officials will also conduct periodic inspections of the job site to verify the mitigation measures are being implemented. The Port's Environmental Planning project manager will be responsible for ensuring completion of the mitigation measures that are the responsibility of the Applicant/Permittee.

**TABLE 14**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
<b>BIOLOGICAL RESOURCES</b>					
MM-BIO-1	<p>Pre-Demolition Surveys for Nesting and Breeding Birds.</p> <p>To prevent taking active bird nests during the nesting season (approximately February 1 through August 31):</p> <ul style="list-style-type: none"> <li>The Applicant shall retain a qualified avian biologist; and</li> <li>Within 7 days prior to the onset of demolition activities (i.e., mobilization, staging, demolition, or heavy plant trimming) during the nesting season, to the qualified avian biologist shall conduct a survey of all areas located within 500 of the Project area.</li> </ul> <p>The results of the survey shall be documented by the qualified avian biologist. Within thirty (30) days following the onset of demolition activities, the Applicant shall submit copy of the survey electronically via email to the Port of Long Beach (POLB) Director of Environmental Planning at CEQA@polb.com.</p>	Applicant/Contractor Qualified Avian Biologist	Pre-Demolition Survey within 7 days prior to onset of demolition activities; Submit copy of survey to POLB Director of Environmental Planning within 30 days of following start of demolition.		
MM-BIO-2	<p>Discovery of Breeding Birds with Active Nests. If the qualified avian biologist identifies breeding birds with active nests prior to or during demolition, the qualified avian biologist shall establish a species-appropriate buffer zone until the young have fledged the nest or the nest fails. The buffer zones would be as follows:</p> <ul style="list-style-type: none"> <li>Generally, 300 feet for passerines: perching birds such as finches, sparrows, songbirds, etc.</li> <li>Up to 500 feet for raptors species: eagles, hawks, owls, etc.</li> </ul> <p>The qualified avian biologist shall conduct regular monitoring of the nest to determine the success or failure of the nest and ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. The avian biologist shall document in a monitoring report, the results of the surveys, nest buffers implemented, and results of monitoring. By December 1 of each year of Project activities, the Applicant shall submit a copy of the</p>	Applicant/Contractor Qualified Avian Biologist	Regular monitoring for breeding birds and active nests during demolition activities. Submit monitoring reports to POLB Director of Environmental Planning by December 1 of each year.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	monitoring report electronically via email to the Director of Environmental Planning at CEQA@polb.com.				
<b>CULTURAL RESOURCES</b>					
MM-CR-1	<p>Unanticipated Archaeological Discovery. Applicant's contractor shall instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. In the event potentially significant archaeological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the POLB Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Personnel of the project shall not collect or move any archaeological materials and associated materials. Applicant shall immediately retain a qualified archaeologist to evaluate the find in accordance with the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15064.5(c)(f). Demolition activities shall not resume until the qualified archaeologist has and made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.</p> <p>Within ninety (90) days of the discovery of any archaeological resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.</p>	Applicant/Contractor Qualified Archaeologist	<p>During demolition activities.</p> <p>Submit summary report to POLB Director of Environmental Planning within 90 days of discovery; Qualified archaeologist submits final report to the South Central Coastal Information Center within 30 days of its acceptance by the POLB Director of Environmental Planning.</p>		



Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
MM-CR-2	<p>Unanticipated Discovery of Human Remains. In the event of the unanticipated discovery of human remains, contractors shall immediately cease all work activities in the area (within approximately 100 feet of the discovery until it can be evaluated by the Los Angeles County Coroner. Contractor shall immediately notify the Applicant and the POLB Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Demolition activities shall not resume until the coroner has made their determination.</p> <p>If the Los Angeles County Coroner determines that that discovery of human remains is of Native American descent, the coroner must notify the NAHC within twenty-four (24) hours. The NAHC shall then identify the person(s) thought to be the most likely descendant. The most likely descendant may, with the permission of the landowner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The most likely descendant shall complete their inspection and make their recommendation within forty-eight (48) hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the most likely descendant regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the most likely descendant on all reasonable options regarding their preferences for treatment.</p> <p>If the NAHC is unable to identify a most likely descendant, or the most likely descendant identified fails to make a recommendation, or the landowner rejects the recommendation of the most likely descendant and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the</p>	Applicant/Contractor	<p>During demolition activities.</p> <p>Submit summary report to POLB Director of Environmental Planning within 90 days of discovery.</p>		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	<p>landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the facility property in a location not subject to further and future subsurface disturbance.</p> <p>Within ninety (90) days of the discovery of human remains, the Applicant shall prepare a report summarizing the results of discovery, any evaluations, and the steps taken pursuant to this mitigation measure. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com.</p>				
<b>GEOLOGY &amp; SOILS</b>					
MM-PALEO-1	<p>Unanticipated Paleontological Discovery. Applicant shall require the selected contractor to instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if potential paleontological resources are inadvertently discovered. In the event potentially significant paleontological resources are encountered during earthmoving activities, the construction contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the Port of Long Beach (POLB) Environmental Planning Division via telephone at (562) 283-7107 and in writing via email to: HDPDesk@polb.com. Personnel of the project shall not collect or move any paleontological resources and associated materials. Applicant shall immediately retain a qualified paleontologist. Demolition activities shall not resume until the qualified paleontologist has made a determination on the significance of the resource.</p> <p>If a potential paleontological resource is identified by the qualified paleontologist, grading and excavation activities shall be allowed to be temporarily diverted or redirected in the area of the exposed fossil to facilitate evaluation of the discovery by the qualified paleontologist. The qualified paleontologist shall establish an appropriate buffer area around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the qualified paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the qualified</p>	Applicant/Contractor Qualified Paleontologist	During demolition activities.  Submit summary report to Natural History Museum of Los Angeles County, etc., POLB Director of Environmental Planning within ninety (90) days of discovery.		

Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	<p>paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the Society of Vertebrate Paleontology (SVP) (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.</p> <p>Within ninety (90) days of the discovery of any paleontological resource, the Applicant, shall engage the qualified paleontologist to prepare a report summarizing the results of the discovery, any evaluations, the methodology and salvage efforts, and the description of the fossils/paleontological resources collected and their significance. The report shall be submitted to the Natural Resources History Museum of Los Angeles County, representatives of other appropriate or concerned agencies, and electronically via email to the Director of Environmental Planning at CEQA@polb.com.</p>				

**HAZARDS & HAZARDOUS MATERIALS**

MM-HAZ-1	<p>Site-Specific Health and Safety Plan. Prior to demolition activities, the Applicant shall prepare a Site-Specific Health and Safety Plan (SHSP) to identify and mitigate potential exposures to hazardous materials. The SHSP shall address hazard identification and monitoring, action levels, training, proper personal protective equipment, documentation and reporting requirement. At least three (3) business days prior to commencement of demolition activities, Applicant shall submit the SHSP electronically via email to the POLB Director of Environmental Planning at: CEQA@polb.com. The SHSP shall be available the Project site for the duration of demolition activities and for review upon request.</p>	Applicant/Contractor		<p>Prepare SHSP prior to demolition activities; At least three (3) business days prior to demolition activities, Applicant submits SHSP electronically via email to POLB Director of Environmental Planning at CEQA@polb.com; SHSP shall be available at the Project site for duration of demolition activities and upon request.</p>	
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Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
MM-HAZ-2	Site Management Plan. Prior to the commencement of demolition activities or ground-disturbing activities, the Applicant or its contractor conducting demolition and excavation of fill, soil, and groundwater shall develop and implement a Site Management Plan (SMP) for the management of demolition material, soil, fill, soil gas, and groundwater before any ground-disturbing activity to manage contaminated materials, if encountered. At least ninety (90) calendar days prior to the commencement of demolition activities, the Applicant shall submit the SMP electronically via email to CEQA@polb.com for review and approval by the POLB Director of Environmental Planning.	Applicant/Contractor	Prepare SMP prior to demolition activities; At least ninety (90) days prior to commencement of demolition activities, Applicant submits SMP to POLB Director of Environmental Planning for review and approval electronically via email at: CEQA@polb.com.		

**TRIBAL CULTURAL RESOURCES**

MM-TCR-1	Unanticipated Discovery of Tribal Cultural Resources. Applicant's contractor shall instruct construction personnel as part of demolition activities, including excavation and grading to halt or redirect to halt/redirect activities if any materials are uncovered that are suspect of being associated with Native American Tribes. In the event tribal cultural resources are encountered during earthmoving activities, the contractor shall cease such activity within fifty (50) feet of the affected area and notify the Applicant and the POLB Environmental Planning Division at (562) 283-7107 or HDPDesk@polb.com. Personnel of the project shall not collect or move any suspected tribal cultural resources and associated materials. Applicant shall immediately retain a qualified archaeologist and consult with appropriate Native American tribal representatives to determine treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Demolition activities shall not resume until the qualified archaeologist has and made a determination on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a tribal cultural resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe	Applicant/Contractor/ Qualified Archeologist/Native American Tribal Representative	During demolition activities. Submit summary report to POLB Director of Environmental Planning within ninety (90) days of discovery via email to: CEQA@polb.com; Qualified archaeologist submits final report to the South Central Coastal Information Center within 30 days of its acceptance by the POLB Director of Environmental Planning.		
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Mitigation Measure No.	Description of Mitigation Measure	Responsible Party/Monitor(s)	Timing/Phase	Measure Completed/Tracked (Signature and Date)	Notes
	<p>meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological or tribal cultural resource.</p> <p>Within ninety (90) days of the discovery of any tribal cultural resource, Applicant shall engage the qualified archaeologist to prepare a report summarizing the description of any archeological resources unearthed, discussion of the significance evaluation and treatment of the resources, and results of the artifact processing, analysis, and research. Appropriate California Department of Parks and Recreation 523 Forms shall be appended to the report. The report shall be submitted electronically via email to the Director of Environmental Planning at CEQA@polb.com. The qualified archaeologist shall submit the final report to the South Central Coastal Information Center within thirty (30) days of its acceptance by the POLB Director of Environmental Planning.</p>				

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# SECTION 6

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## Report Preparation

### 6.1 Lead Agency

#### Port of Long Beach Environmental Planning Division

- Amy Wong, Environmental Specialist Assistant, CEQA/NEPA Practices; Lead Agency Contact
- Allyson Teramoto, Manager, CEQA/NEPA Practices
- Alex Holford, Environmental Specialist, CEQA/NEPA Practices
- James Vernon, Acting Director
- Dylan Porter, Manager, Water Quality Practices
- Daniel Ramsay, Manager, Environmental Remediation
- Stuart Gerendas, Senior Environmental Remediation Specialist
- Justin Luedy, Senior Environmental Specialist
- Loriana Hornik, Environmental Specialist Associate

#### Port of Long Beach Real Estate Division

- Joshua Perkins, Senior Leasing Officer

#### Long Beach City Attorney's Office

- Sudhir N. Lay, Deputy City Attorney

#### Richards, Watson, & Gershon

- David M. Snow, Attorney
- Chelsea E. O'Sullivan, Associate Attorney

### 6.2 Project Applicant

#### Tesoro Refining and Marketing Company, LLC

- John Shao
- Michelle Willson

## 6.3 Project Management, Document Preparation, and Production

### ESA

- Brian Allee, Project Director
- Rid Hollands, Project Manager
- Ana Rodriguez Lomeli, Environmental Planner
- Alan Sako, Air Quality and Noise Director
- Madison Castelazo, Air Quality and Greenhouse Gas
- Sonya Vargas, Biological Resources
- Fatima Clark, Cultural Resources and Tribal Cultural Resources
- James Clark, Cultural Resources and Tribal Cultural Resources
- Michael Burns PG, CEG, CHG, QSD, Principal Geologist
- Russell Shapiro, Paleontological Resources
- Denise Kaneshiro, Senior Graphics Manager
- Chance Scott, GIS
- Nicole Sanchez-Sullivan, Publications Services Manager
- Aaron Guzman, Senior Publications Specialist

### AECOM

- Gobi Rajaskanthan, PE; Geotechnical Engineer
- C. Garry Lay, PE, GE; Geotechnical Engineer

### Kleinfelder

- Melissa Pena; Phase I Environmental Site Assessment

*Appendices are available upon request. Request to Amy Wong at [ceqa@polb.com](mailto:ceqa@polb.com) or (562) 283-7100.*