

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
STATEMENT OF SUPPORT
ENVIRONMENTAL COMPLIANCE DETERMINATION
2401 E. Wardlow Rd.
(Former Boeing C-17 manufacturing site north of Wardlow Rd.)
Application No. 2012-02, TPM21-004
June 17, 2021**

Project Description

The proposed project consists of a Tentative Parcel Map to subdivide an existing four parcels as follows:

- **Parcel 1** will contain the large former aerospace manufacturing building (approximately 450,000 sq. ft. in building footprint) at 2401 E. Wardlow Rd. and separate it from other site areas and infrastructure, and prepare it for possible adaptive reuse by a tenant. This parcel will be 27.48 acres in area, and will have 1,255 feet of frontage on Wardlow Rd.
- **Parcel 2**, which will contain the existing customer-owned electrical substation (as opposed to a substation owned by the electrical utility, Southern California Edison (SCE)), will allow this substation to be separated from the other parcels on the north side of Wardlow Rd. This substation formerly powered both the manufacturing building at 2401 E. Wardlow Rd., and the larger aerospace manufacturing building on the south side of Wardlow Rd., not on this subject site, addressed as 2400 E. Wardlow Rd. This substation will be reconfigured to power only the building at 2400 E. Wardlow Rd., on the south side of Wardlow, and the building at 2401 E. Wardlow Rd. will be connected to the main electrical grid instead. This parcel will be 0.33 acres in area and will have 108 feet of frontage on Wardlow Rd.
- **Parcel 3**, which is currently part of the former Boeing Fitness Center site, will contain only open space area (tennis courts) and will be positioned for potential future development fronting on Cherry Ave. This parcel will be 0.62 acres in area, with 180 feet of frontage on Cherry Ave.
- **Parcel 4** will contain the former Boeing Fitness Center building and adjacent open space area, which is currently leased to the City as Fire Station No. 9. Parcel 4 also may be a potential future development site following conclusion of its lease by the City. This parcel will be a flag lot, 1.20 acres in area, with a 34-foot-wide frontage on Wardlow Rd. with a 190-foot-deep access way to reach the 255-foot by 180-foot main area of the parcel.
- **Parcel 5** will contain the parking lot of the former Boeing Fitness Center. This area also currently is leased to the City as Fire Station No. 9. This parcel will be 0.97 acres in area and will have 221 feet of frontage on Wardlow Rd.

Background and CEQA History

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and the National Environmental Policy Act (NEPA), a joint Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (EIR-03-17, SCH No. 2018091021) was prepared for the Globemaster Corridor Specific Plan (see Attachment E – Links to Globemaster Corridor Specific Plan Program EIR/EIS). Additional background information can be found in the project file and administrative record for the Specific Plan, Application No. 1712-05. The City was the Lead Agency under CEQA. The City was awarded a grant from the United States Department of Defense (DoD) Office of Economic Adjustments (OEA) to prepare and implement the Boeing C-17 Transition Program. Federally funded projects must follow the procedural requirements of NEPA (Title 42 of the United States Code [U.S.C.] § 4321 et seq: “NEPA”). As such, this Program EIS has been prepared in conformance with NEPA.

An Initial Study/Environmental Assessment (IS/EA) prepared in September 2018 determined that a Program EIR/EIS would be the appropriate level of CEQA/NEPA environmental review pursuant to Section 15168 of the CEQA Guidelines. Although the legally required contents of a Program EIR/EIS are the same as for a Project EIR/EIS, a Program EIR/EIS is more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR/EIS. Use of a Program EIR/EIS allows the City, as Lead Agency under CEQA, the opportunity to consider broad policy alternatives and program-wide mitigation measures. A Program EIR/EIS is commonly used for long range planning policy documents, such as Specific Plans.

The Notice of Preparation (NOP) and IS/EA were circulated for a 30-day public review period from September 12, 2018 to October 11, 2018. A public scoping meeting for the EIR/EIS was held on September 26, 2018, from 6:00 to 8:00 p.m. in the cafeteria of Howard Hughes Middle School located at 3846 California Avenue, Long Beach, CA 90807. Twelve comment letters/emails were received during the NOP public review period, and four written scoping meeting comments were received during the scoping meeting. These comments expressed concern about potential historic impacts, noise impacts, and traffic impacts. During this NOP comment period, the City received written comments from the State Clearinghouse, Native American Heritage Commission (NAHC), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), Metropolitan Water District of Southern California (MWDSC), Los Angeles County Sanitation Districts (LACSD), California Department of Transportation (Caltrans) – District 7, Walk Bike Long Beach, California Heights Neighborhood Association, and other interested parties. The purpose of this comment period was to allow the public and responsible agencies the opportunity to provide suggestions on the scope of analysis and environmental issues to be addressed in the EIR/EIS.

The Notice of Availability (NOA) and Draft Program EIR/EIS were made available for public comment during a 45-day public review and comment period that started on August 3, 2020 and ended on September 17, 2020. During this Draft Program EIR/EIS comment period, the City received eight written comments from LACSD, MWDSC, County of Los

Angeles Airport Land Use Commission, Caltrans – District 7, Long Beach Airport Department, City of Signal Hill, and Long Beach Water Department. Issues raised in these comment letters addressed minor corrections to average daily wastewater generation and treatment quantities (LACSD), potential impacts to MWDSC water pipelines in the plan area (MWDSC), requirements for the Los Angeles County Airport Land Use Commission (ALUC) review (County of Los Angeles), potential traffic impacts to the regional transportation system (Caltrans), minor clarifications to the figures and analysis pertaining to airport-adjacent properties (Long Beach Airport Department), potential traffic and land use compatibility where the plan area is adjacent to the City of Signal Hill boundary (City of Signal Hill), and minor corrections to localized impacts to water mains and sewer infrastructure. All issues raised in the Draft Program EIR/EIS comment letters have been adequately addressed in the Final Program EIR/EIS, which determined that no new significant environmental impacts or issues were raised in the comment letters that would require a recirculation of the Draft Program EIR/EIS.

The City Council certified the Program EIR/EIS at the City Council meeting of May 18, 2021, and adopted the Mitigation Monitoring and Reporting Program (MMRP)/Environmental Commitments Record (ECR), which is included in the Final EIR/EIS, which is designed to ensure compliance with adopted mitigation measures during project buildout. Topical areas for which mitigation measures were incorporated include Aesthetics, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

While these mitigation measures have been proposed to reduce the level of environmental impacts, the Final Program EIR/EIS identified certain impacts that would remain significant, unavoidable, and adverse even after all feasible mitigation measures have been incorporated into the project. These environmental impacts involve conflict with an applicable air quality plan, short-term construction related air quality, long-term operational related air quality, construction related air quality impacts to sensitive receptors, impacts on potential historic resources, greenhouse gas emissions, and transportation impacts related to consistency with established Level-of-Service (LOS) metrics. Due to these significant unavoidable adverse impacts, certification of this Program EIR/EIS required approval of a Statement of Overriding Considerations (SOC) that determined the project's economic, legal, social, and/or technological benefits would outweigh the unavoidable adverse environmental impacts, and the adverse impacts may be considered acceptable.

The Final Program EIR/EIS evaluated two Alternatives to the proposed project to determine if the alternatives could feasibly meet most of the project objectives while avoiding or substantially lessening significant project impacts. The Alternatives considered were the No Project Alternative and Reduced Project Alternative. Based on the analysis provided in the Draft Program EIR/EIS, the No Project Alternative was determined not to meet project objectives. The Reduced Project Alternative was identified as the environmentally superior alternative, with several environmental issues at reduced impact levels compared with the proposed project. The Reduced Project Alternative would lessen the significant and unavoidable impacts related to air quality, cultural

resources, greenhouse gas emissions, and transportation; however, impacts related to air quality, cultural resources, and greenhouse gas emissions, and transportation would remain significant and unavoidable. The Reduced Project Alternative would help meet most of the objectives identified for the Proposed Project, but it would fail to meet those objectives as fully as the Proposed Project. The Reduced Project Alternative would only partially meet Objective 2: Stimulate Economic Development and Job Growth. For the reasons stated above and the Statement of Overriding Considerations (Attachment Q – Findings of Fact and Statement of Overriding Considerations for The Globemaster Corridor Specific Plan Program EIR/EIS-03-17) , the City has considered the information contained in the record of administrative proceedings on the Proposed Project, and has weighed the above-outlined benefits of the Proposed Project against the unavoidable adverse environmental impacts identified in the Final Program EIR/EIS.

The City of Signal Hill provided additional comments on the Final EIR/EIS during the Planning Commission hearing on December 17, 2020. In response to these comments, the Response to Comment No. 6-10 was revised for clarity. Following adoption of the Specific Plan, the City is committed to working cooperatively with the City of Signal Hill through implementation and review of individual projects to address the City of Signal Hill's concerns regarding intersection traffic impacts while still addressing the Long Beach needs for a balanced mobility approach and jobs-rich economic development. No additional changes to the EIR analysis or the proposed mitigation measures were made in response to this comment. The March 2021 Final EIR/EIS includes these revisions.

Conformance of Proposed Project with Program EIR/EIS

The preparation and public availability of this Program EIR/EIS was carried out in compliance with the provisions of CEQA and the CEQA Guidelines, and NEPA. The City Council certified the Program EIR/EIS, and found that no further environmental analysis is required under CEQA and NEPA at the City Council meeting of May 18, 2021.

This subdivision action is preliminary to the adaptive reuse and remodeling of the former Boeing C-17 manufacturing facility buildings and sites, and the scope of work of this project falls within the scope of the EIR/EIS prepared for the Globemaster Corridor Specific Plan. As such, no further environmental review is required. The proposed subdivision will be required to comply with the Mitigation Monitoring and Reporting Program as a condition of approval.

CEQA Guidelines Provisions

Section 15162 of the California Environmental Quality Act (CEQA) establishes when a subsequent Environmental Impact Report (EIR) or Negative Declaration (ND) shall be prepared.

Pursuant to CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record that additional analysis is required. As stated in the following

analysis, the proposed project would be consistent with the previously-certified Globemaster Corridor Specific Plan Program EIR/EIS, and no new impacts would occur, nor would any known impacts be greater than the levels at which they were analyzed. Therefore, no subsequent environmental analysis is warranted under CEQA.

CEQA Section 15162:

(a) WHEN AN EIR HAS BEEN CERTIFIED OR A NEGATIVE DECLARATION ADOPTED FOR A PROJECT, NO SUBSEQUENT EIR SHALL BE PREPARED FOR THAT PROJECT UNLESS THE LEAD AGENCY DETERMINES, ON THE BASIS OF SUBSTANTIAL EVIDENCE IN THE LIGHT OF THE WHOLE RECORD, ONE OR MORE OF THE FOLLOWING:

(1) SUBSTANTIAL CHANGES ARE PROPOSED IN THE PROJECT WHICH WILL REQUIRE MAJOR REVISIONS OF THE PREVIOUS EIR OR NEGATIVE DECLARATION DUE TO THE INVOLVEMENT OF NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR A SUBSTANTIAL INCREASE IN THE SEVERITY OF PREVIOUSLY IDENTIFIED SIGNIFICANT EFFECTS;

The proposed subdivision does not represent a substantial change in the scope of development analyzed as part of the Program EIR/EIS, in fact, re-subdivision of land and other subdivision actions (Lot Merger, Lot Line Adjustment) preparatory to development are well within the scope of activities expected to occur under the Program EIR/EIS. *As such, the proposed project does not represent a substantial change to the approved project that would require major revisions of the certified Program EIR/EIS.*

(2) SUBSTANTIAL CHANGES OCCUR WITH RESPECT TO THE CIRCUMSTANCES UNDER WHICH THE PROJECT IS UNDERTAKEN WHICH WILL REQUIRE MAJOR REVISIONS OF THE PREVIOUS EIR OR NEGATIVE DECLARATION DUE TO THE INVOLVEMENT OF NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR A SUBSTANTIAL INCREASE IN THE SEVERITY OF PREVIOUSLY IDENTIFIED SIGNIFICANT EFFECTS; OR

No substantial changes have occurred with respect to the circumstances under which the project will be undertaken. Adaptive reuse of the former Boeing manufacturing buildings at the project site was always a consideration under the Program EIR/EIS prepared for the Globemaster Corridor Specific Plan, and the re-subdivision of land preparatory to development is likewise expected, and within the scope of the EIR/EIS. As such, the development is proceeding substantially as analyzed in the EIR/EIS (in fact at a lower intensity than analyzed and projected). *No substantial changes have occurred with respect to the circumstances under which the project will be undertaken which will require major revisions of the certified Program EIR/EIS due to the involvement of new significant environmental*

effects or a substantial increase in the severity of previously identified environmental effects.

(3) NEW INFORMATION OF SUBSTANTIAL IMPORTANCE, WHICH WAS NOT KNOWN AND COULD NOT HAVE BEEN KNOWN WITH THE EXERCISE OF REASONABLE DILIGENCE AT THE TIME THE PREVIOUS EIR WAS CERTIFIED AS COMPLETE OR THE NEGATIVE DECLARATION WAS ADOPTED, SHOWS ANY OF THE FOLLOWING:

(A) THE PROJECT WILL HAVE ONE OR MORE SIGNIFICANT EFFECTS NOT DISCUSSED IN THE PREVIOUS EIR OR NEGATIVE DECLARATION;

The Program EIR/EIS was certified on May 18, 2021, and no information indicates that new significant impacts would occur that were not previously analyzed. The mitigation measures of the Program EIR/EIS will remain in effect for the proposed project. Due to the current proposal's conformance to the scope of the Program EIR/EIS, *no new significant environmental effects would occur.*

(B) SIGNIFICANT EFFECTS PREVIOUSLY EXAMINED WILL BE SUBSTANTIALLY MORE SEVERE THAN SHOWN IN THE PREVIOUS EIR;

The Program EIR/EIS was certified on May 18, 2021, and no information indicates that effects previously examined will be substantially more severe than shown in the Program EIR/EIS. The mitigation measures of the Program EIR/EIS will remain in effect for the proposed project. Due to the current proposal's conformance to the scope of the Program EIR/EIS, *no substantial increase in the severity of previously identified environmental effects would occur.*

(C) MITIGATION MEASURES OR ALTERNATIVES PREVIOUSLY FOUND NOT TO BE FEASIBLE WOULD IN FACT BE FEASIBLE, AND WOULD SUBSTANTIALLY REDUCE ONE OR MORE SIGNIFICANT EFFECTS OF THE PROJECT, BUT THE PROJECT PROPONENTS DECLINE TO ADOPT THE MITIGATION MEASURE OR ALTERNATIVE; OR

No mitigation measures or alternatives, previously found not to be feasible, have been found to be feasible but have been declined by the project proponents. The mitigation measures of the PEIR will remain in effect for the proposed project and the City will enforce all measures that were or are found to be feasible. There has been no change or increase in the project scope that would create any new significant environmental effects, or a substantial increase in the severity of previously identified environmental

effects. No mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project.

(D) MITIGATION MEASURES OR ALTERNATIVES WHICH ARE CONSIDERABLY DIFFERENT FROM THOSE ANALYZED IN THE PREVIOUS EIR WOULD SUBSTANTIALLY REDUCE ONE OR MORE SIGNIFICANT EFFECTS ON THE ENVIRONMENT, BUT THE PROJECT PROPONENTS DECLINE TO ADOPT THE MITIGATION MEASURE OR ALTERNATIVE.

No new mitigation measures have been identified, which are considerably different from those analyzed in the Program EIR/EIS, which would substantially reduce one or more significant effects of the project upon the environment, nor has the same been declined to be adopted by the project proponent. There has been no change or increase in the project scope that would create any new significant environmental effects, or a substantial increase in the severity of previously identified environmental effects. *No new mitigation measures or alternatives which are considerably different from those analyzed in the Program EIR/EIS would substantially reduce one or more significant effects of the project.*

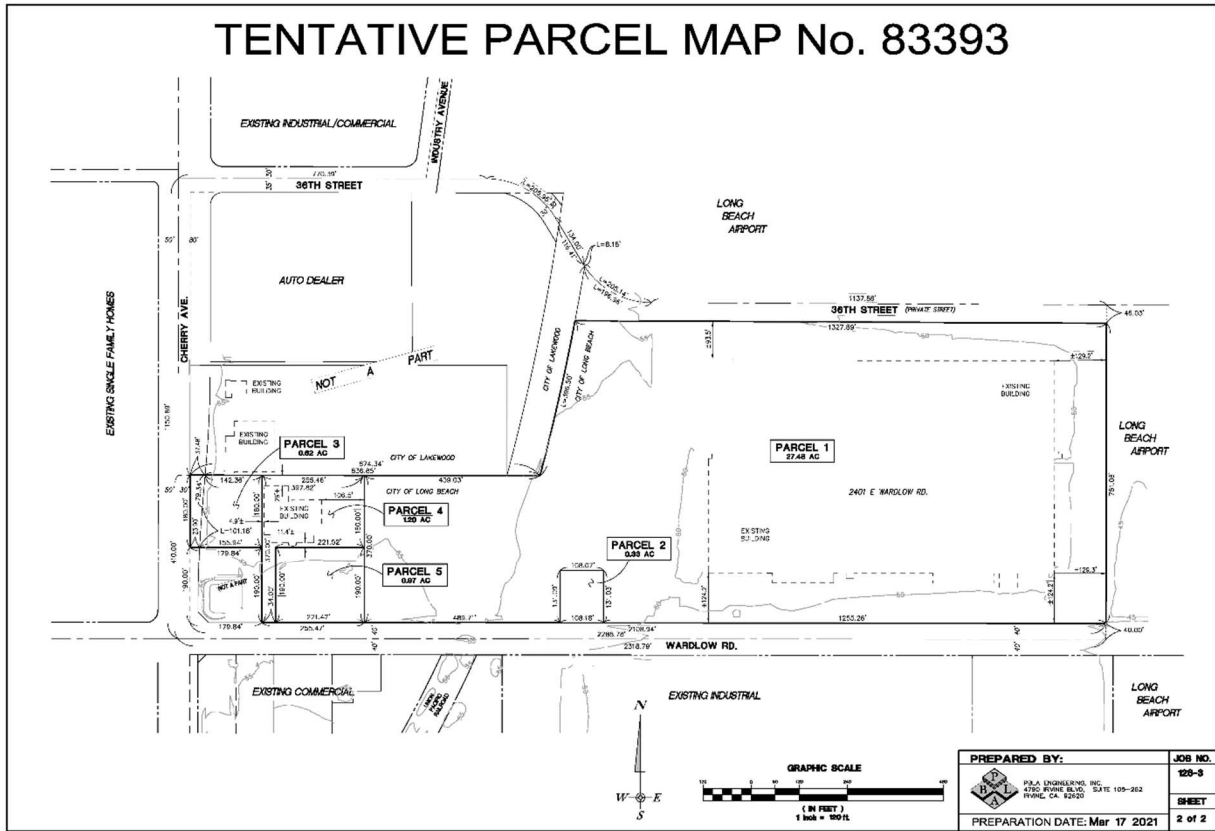


Figure 1. Tentative Parcel Map No. 83393.