ATTACHMENT K

Initial Study and Mitigated Negative Declaration

Pacific Place Project

Prepared for

City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Contact: Patricia Dienfenderfer, AICP
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Prepared by

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October 19, 2020

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EXHIBITS

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APPENDICES

Appendix

ACRONYM LIST

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADT	Average Daily Traffic
AECs	Areas of Elevated Concentrations
af	acre-feet
afy	acre-feet per year
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
APS	Alternative planning strategy
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ASTs	Aboveground storage tanks
ASTM	American Society for Testing and Materials
BCE	Before the common era
bgs	below ground surface
BMP	Best Management Practice
CAAP	Climate Action and Adaptation Plan
CalEEMod	California Emissions Estimator Model
CalGEM	California Geologic Energy Management Division
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	Construction Completion Report
CDFW	California Department of Fish and Wildlife
CERS	California Environmental Reporting System
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CHL	California Historical Landmarks
CHMIRS	California Hazardous Materials Reporting System
CHRIS	California Historical Resources Information System
CIFF	California Important Farmland Finder
CLRRA	California Land Re-Use and Revitalization Act
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COPCs	Contaminants of potential concern
CORRECTS	Corrective Action
Corps	Army Corps of Engineers
CPHI	California Points of Historical Interest
CPS-SLIC	Cleanup Program Site – Spills, Leaks, Investigations, and Cleanups
CPT	Cone Penetrometer Tests
CRHR	California Register of Historic Resources
CRPR	California Rare Plant Rank
CS	Commercial Storage
CUP	Conditional Use Permit
Cy	Cubic Yards
DOE	Determinations of Eligibility
DOGGR	Division of Oil, Gas, and Geothermal Resources
DTSC	The California Department of Toxic Substances and Control
EIR	Environmental Impact Report

ESLs	Environmental Screening Levels
EPCs	Exposure point concentrations
EV	Electric vehicle
FHSZ	Fire Hazard Severity Zone
Ft.	Feet
GHG	Greenhouse Gas
gph	Gallons Per Hour
GWh	Gigawatt-Hours
GWP	Global Warming Potential
HFCs	Hydrofluorocarbons
HIST UST	Historical Underground Storage Tank
HPDF	Historic Property Data File
HPSR	Historic Property Survey Report
HVAC	Heating, Ventilating, and Air Conditioning
HWP	Hazardous waste facilities and cleanups
IL	Light Industry
in/sec	inch per second
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
LACM	Natural History Museum of Los Angeles County
LARWQCB	Los Angeles Regional Water Quality Control Board
Lbs	Pounds
LBFD	Long Beach Fire Department
LBGO	Long Beach Gas and Oil Department
LBPD	Long Beach Police Department
LBPL	Long Beach Public Library
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LBWRP	Long Beach Water Reclamation Plant
LID	low-impact development
LOS	Level of Service
LRA	Local Responsibility Area
LST	localized significance threshold
LUC	Land Use Covenant
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
Metro	Los Angeles County Metropolitan Transportation Authority
MEI	Maximally Exposed Individual
MLD	Most likely descendant
MM	Mitigation Measures
MMCF	million cubic feet per day
MND	Mitigated Negative Declaration
MPOs	Metropolitan Planning Organizations
MRZ	Mineral Resource Zone
MT	Metric tons
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NI	Neo-industrial
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_x	Oxides of Nitrogen (atmospheric pollutants)

NPL	National Priorities List
NPMS	National Pipeline Mapping System
NRHP	National Register of Historic Places
O&M	Operation and Maintenance
OEFs	Other environmental features
OHP	Office of Historic Preservation
OS	Open Space
PCE	Perchloroethylene
PFCs	Perfluorocarbons
PM	Particulate Matter
ppy	Peak Particle Velocity
PRP	Potentially Responsible Parties
RCP	Reinforced Concrete Pipe
RCRA-SQG	Resource Conservation and Recovery Act – Small Quantity Generators of Hazardous Wastes
RCRA-TSDF	Resource Conservation and Recovery Act – Transporters, Storage, Disposal Facilities
RDIP	Remedial Design Implementation Plan
REC	Recognized Environmental Condition
RP	Response Plan
RR	Regulatory Requirements
RTP	Regional Transportation Plan
RV	Recreational Vehicle
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAP	Sustainable City Action Plan
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCH	School site investigations
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SEMS	Superfund Enterprise Management System
sf	Square Foot
SF_6	Sulfur Hexafluoride
SMP	Soil Management Plan
SO_2	Sulfur Dioxide
SO_x	Sulfur oxides
SoCAB	South Coast Air Basin
SR	State Route
SRA	State Responsibility Area
SVE	Soil Vapor Extraction
SVOCs	Semi-Volatile Organic Compounds
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	Trichloroethylene
TDS	Total Dissolved Solids
TIA	Traffic Impact Analysis
TMDL	Total maximum daily loads
TPD	Tons per day
TPH	Total Petroleum Hydrocarbons
USEPA	U.S. Environmental Protection Agency
USFS	US Forest Service

USGS	U.S. Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds

SECTION 1.0 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The purpose of this Initial Study (IS) is to accomplish the following:

(1) Describe the proposed Pacific Place Project (hereinafter referred to as the "Project), which is comprised of a three-story 152,745-square foot (sf) self-storage building with approximately 1,132 self-storage units, a 2,153 sf car wash, a recreational vehicle (RV) parking facility with 578 parking spaces, and a 5,000 sf office space on 4-parcels totaling approximately 14-acres (i.e., Artesia parcels) with anticipated industrial uses including a single-story building with up to 77,000 square-feet of building area consisting of 73,500 square-feet warehouse space and 3,500 square-feet of office space, and a proposed vacated roadway easement adjacent to the self-storage, car wash, and RV parking facility on four parcels totaling approximately 5.5. acres (i.e., McDonald Trust parcels) in the City of Long Beach, Los Angeles County, California. The Project area totals approximately 19.41 acres.

(2) Evaluate potential environmental effects associated with the Project's construction and operation.

This IS has been prepared pursuant to the California Environmental Quality Act (CEQA), as amended (*Public Resources Code* §21000 et seq.) and in accordance with the State CEQA Guidelines (*California Code of Regulations*, Title 14, §15000 et seq).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Long Beach (City) is the lead agency for the Project. The lead agency is the public agency with the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. The City, as the lead agency, has the authority for Project approval and certification of the accompanying environmental documentation. The California Department of Toxic Substances Control (DTSC) would serve as a Responsible Agency that would oversee and approve actions the Project applicant would undertake to address the environmental conditions of the Artesia parcels under the California Land Re-Use and Revitalization Act of 2004 (CLRRA). As a Responsible Agency, the DTSC has discretionary approval power over hazardous materials remediation plans and hazardous materials remediation for the Artesia parcels.

1.2 SUMMARY OF FINDINGS

Based on the environmental checklist form prepared for the Project (Section 4.0) and supporting environmental analysis (Section 5.0), the Project would have no impact or less than significant impacts in the following environmental areas: aesthetics, agriculture and forest resources, air quality, greenhouse gases, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, utilities and services systems, and wildfire. The Project has the potential to have significant impacts on the following topics unless the recommended mitigation measures described herein are incorporated into the Project: air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources.

According to the State CEQA Guidelines, a Mitigated Negative Declaration (MND) is the appropriate environmental compliance document for the Project because after incorporation of the recommended mitigation measures, potentially significant environmental impacts would be eliminated or reduced below the level of significance.

1.3 PROJECT APPROVAL

This IS/MND has been submitted to potentially affected agencies and individuals. Notices of the availability of the IS/MND for review and comment as well as the environmental documentation are available on the City of Long Beach website (www.longbeach.gov/lbds/planning/environmental/reports).

A 30-day public review period has been established for the IS/MND, in accordance with Section 15073 of the State CEQA Guidelines. During review of the IS/MND affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the Project area can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein must be received by 4:30 PM on November 16, 2020, and should be addressed to:

City of Long Beach
Development Services Department
Attention: Ms. Amy Harbin
411 West Ocean Boulevard, 3rd Floor
Long Beach, California 90802
Comments may be emailed to LBDS-EIR-Comments@longbeach.gov; please use *Pacific Place Project* in subject line.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation—such as an Environmental Impact Report (EIR) or an expanded IS/MND—may be required. If not, the Project and the environmental documentation are tentatively scheduled to be submitted to the Planning Commission and City Council for consideration.

1.4 ORGANIZATION OF THE INITIAL STUDY

The IS/MND is organized into sections, as described below.

- **Section 1.0: Introduction.** This section provides an introduction and overview of the conclusions in the IS/MND.
- **Section 2.0: Project Location and Environmental Setting.** This section provides a brief description of the Project location, relevant background information, and a description of the existing conditions of the Project site and vicinity.
- **Section 3.0: Project Description.** This section provides a description of the Project, a statement of purpose and need, and necessary discretionary approvals.
- **Section 4.0: Environmental Checklist.** The completed Environmental Checklist Form from the State CEQA Guidelines provides an overview of the potential impacts that may result from Project implementation. The Environmental Checklist Form also includes "mandatory findings of significance", as required by CEQA.
- **Section 5.0: Discussion of Environmental Checklist Questions.** This section contains an analysis of environmental impacts identified in the environmental checklist and identifies regulatory requirements (RRs) and mitigation measures (MMs) that have been recommended to eliminate any potentially significant effects or to reduce them to a level considered less than significant.

- **Section 6.0: Report Preparers.** This section lists the authors, including staff from the City of Long Beach, who assisted in preparing and reviewing the IS/MND.
- **Section 7.0: References.** This section identifies the references used to prepare the IS/MND.

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SECTION 2.0 PROJECT LOCATION AND ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Project site is located in the City of Long Beach in Los Angeles County, as depicted on Exhibit 1, Regional Location. The Project site, as depicted on Exhibit 2, Local Vicinity, and Exhibit 3, Aerial Photograph, is located at the north ends of Pacific Place and Ambeco Road immediately north of the Interstate (I) 405 Freeway; Ambeco Road is a cul-de-sac connecting to Pacific Place near the north end of the latter roadway.[1] The Project site occupies eight parcels and a proposed vacated roadway easement totaling approximately 19.41 acres listed below in Table 1 and is separated into two areas – the Artesia Acquisition Company, LLC (Artesia) parcels and the McDonald Trust parcels. The four Artesia parcels combined are triangular with south, northwest, and northeast sides (see Exhibit 3, Aerial Photograph). The four McDonald Trust parcels combined are also triangular with south, west, and northeast sides, and with a southeasterly extension (see Exhibit 3). Regional access to the Project site is from the I-405 freeway via the Long Beach Boulevard off-ramp, Wardlow Avenue, and Pacific Place. Pacific Place abuts the southeast Project site boundary. The Project site is private property and is fenced with no present provision for public access. Two freeway on-ramps from Pacific Place begin opposite Pacific Place from the southeast corner of the Project site — one to the northbound I-405 freeway and one to the northbound I-710 freeway.

TABLE 1
PROJECT SITE PARCELS

Assessor's Parcel No.	Address	Acres
Artesia Parcels		
7140-014-019	3701 Pacific Place	9.75
7140-014-032		2.96
7140-014-033		0.98
7140-014-025		0.26[1]
Subtotal		**13.95**
McDonald Trust Parcels		
7140-014-023	3916-4021 Ambeco Road	1.03
7140-014-022		1.35
7140-014-021		1.85
7140-014-027		0.09
Vacated Street		1.14
Subtotal		**5.46**
Total		**19.41**

[1] Note that the site plan for the McDonald Trust Parcels includes parcel No. 7140-014-025 (0.26 acre); this parcel was acquired by the applicant for the Artesia parcels after preparation of the McDonald Trust site plan.

2.2 EXISTING CONDITIONS

Both the Artesia parcels and the McDonald Trust parcels are vacant and were used as a golf driving range in the mid-2000's. Dilapidated remnants of an abandoned driving range are present

[1] Two roadways named Pacific are present near the Project site: Pacific Place, which passes through the southeast part of the Project site; and Pacific Avenue approximately 0.3 mile to the east. Pacific Place changes name to Pacific Avenue approximately 0.8 mile southeast of the Project site.

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Regional Location Map

Exhibit 1

Pacific Place Project

N W E S

10 5 0 10 Miles

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Local Vicinity Map

Exhibit 2

Pacific Place Project

N
W E
S

2,000 1,000 0 2,000

Feet

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Aerial Photograph

Exhibit 3

Pacific Place Project

N W E S

300 150 0 300

Feet

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in the southwest part of the Artesia parcels including a paved surface parking lot and supports for a tee-box canopy (see Exhibit 3, Aerial Photograph). Wooden poles and netting remaining from the former driving range are present on much of the perimeter of both sets of parcels. Much of the site is bare land; portions of the balance of the site are vegetated with disturbed vegetation consisting mostly of non-native grasses and shrubs. Ornamental vegetation (i.e., pine, eucalyptus, and sycamore trees) is interspersed among portions of the parking lot in the southern part of the site. Both sets of parcels were historically used illegally for driving off-road vehicles, but Artesia has fenced its parcels and taken measures to prevent trespassing for driving off-road vehicles and all other prohibited uses. Most of the Project site slopes slightly toward the south; the northern corner of the Project site slopes toward the north and northwest; and elevations onsite range from 38 to 71 feet above mean sea level (AMSL). Exhibits 4a and 4b, Site Photographs, show views of existing conditions onsite. A freestanding billboard with two static display panels in a "V" configuration stands offsite next to the southwest corner of the Artesia parcels. A single-panel billboard is shown at that location in aerial photographs dated 1972 through 1994 and a double-panel billboard is shown in aerial photographs dated from 2002 onward (NETR 2020).

2.2.1 ARTESIA PARCELS

Exhibit 4a includes four separate views of the Artesia parcels.

Photo 1 is taken from the southern part of the Artesia parcels looking west toward the former driving range. The remains of the overhead shelter and overgrown parking area are visible from this view, and the remainder of the site exists as overgrown vegetation. The existing billboard sign is visible in the background as well as the bridge for the transition road from the northbound I-405 to the northbound I-710 over the Los Angeles River.

Photo 2 is taken from the south part of the Artesia parcels looking north) and shows vegetation and bare land with dilapidated netting from the former driving range in the left and center background.

Photo 3 is taken from the west part of the Artesia parcels looking northeast and shows vegetated and bare land; netting from the former driving range on the left; the San Gabriel Mountains in the left background; and single-family residences offsite to the east in the center background.

Photo 4 is taken from the northeast part of the Artesia parcels looking southeast and shows vegetation onsite and the Metro A Line tracks east of the Project site.

2.2.2 MCDONALD TRUST PARCELS

Exhibit 4b includes 4 separate views of the McDonald Trust parcels.

Photo 5 is taken from the east side of the McDonald Trust parcels looking northwest and shows vegetation in the foreground; trees and remnants of netting near the east boundary of the McDonald Trust parcels; and dilapidated netting on the Artesia parcels in the background.

Photo 6 is taken from the east side of the McDonald Trust parcels looking west and shows vegetation in the foreground; trees and dilapidated netting in the southern part of the McDonald Trust parcels on the left; and a billboard at the southwest corner of the Artesia parcels in the background.

Photo 1: View from the south part of the Artesia parcels looking west.

Photo 2: View from the south part of the Artesia parcels looking north.

Photo 3: View from the west part of the Artesia parcels looking northeast.

Photo 4: View from the northeast part of the Artesia parcels looking southeast.

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Artesia Parcels: Site Photographs

Exhibit 4a

Pacific Place Project

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Photo 5: View from the east side of the McDonald Trust Parcels looking northwest.

Photo 6: View from the east side of the McDonald Trust Parcels looking west.

Photo 7: View from the southeast part of the McDonald Trust parcels looking north.

Photo 8: View from the southeast part of the McDonald Trust parcels looking southeast.

McDonald Trust Parcels: Site Photographs

Exhibit 4b

Pacific Place Project

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Photo 7 is taken from the southeast part of the McDonald Trust parcels looking north and shows bare land in the foreground; trees in the center of the view; and the Metro A Line tracks on the right.

Photo 8 is taken from the southeast part of the McDonald Trust parcels looking southeast and shows bare land, trees, and shrubs onsite. Pacific Place is opposite the retaining wall on the right and the Metro A Line tracks are on the left. The I-405 overpass over Pacific Place is in the background.

2.3 PROJECT SITE HISTORY

The Artesia parcels were formerly used as an oil brine water treatment facility beginning in 1926 for nearby and onsite oil production activities. Oil brine was pumped to evaporation and treatment ponds (i.e., oil sumps) located on the Artesia parcels and the majority of the Artesia parcels were used as a treatment sump. Water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. Following evaporation, the remaining sludge was left in the sumps or transported to an offsite location. Evaporation operations reportedly ceased at the Project site in the mid-1950s. Fill soil was imported to the site in the 1970's; the fill was not suitable for unrestricted use (DTSC 2020).

Between 1937 and 1981, 13 oil wells were drilled onsite; 11 of these oil wells produced oil. All 13 wells were abandoned between 1961 and 2014 in accordance with the California Geologic Energy Management Division (CalGEM) standards at their respective times of abandonment (Roux 2020; CalGEM 2020). Documentation of abandonment in accordance with CalGEM (formerly the Division of Oil, Gas, and Geothermal Resources [DOGGR]) standards is provided in appendices to the Phase I Environmental Site Assessments included as Appendix G to this IS.

A golf learning facility opened on the Project site between 1995 and 1998 consisting of driving range; putting practice and chipping areas; a snack bar; a golf shop; a maintenance building; and a paved parking lot. The learning facility was listed in the City Directory as late as 2014 (Roux 2019). The only extant remains of the facility are the parking lot, supports for an overhead structure over the putting practice area, and netting.

2.4 SURROUNDING LAND USES

The Project site is bounded to the south by a California Department of Transportation (Caltrans) maintenance station; the I-405 freeway; a ramp from Pacific Avenue to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located immediately east of the Project site. Beyond the Metro A Line tracks are Los Cerritos Park, Los Cerritos Elementary School, and single-family residential uses. The Los Angeles River (hereinafter referred to as the "River"), which exists as an engineered concrete channel, and vacant land next to the east bank of the River run along the western boundary of the Project site. West of the River are a stormwater detention basin and an equestrian club. The site is bounded to the north by undeveloped land.

2.5 ZONING AND GENERAL PLAN DESIGNATIONS

The City of Long Beach Zoning Designation for the Project site is IL, Light Industry. The General Plan designation for most of the Project site is Neo Industrial (NI); the designation for part of one of the McDonald Trust Parcels, APN 7140-014-023, is Open Space with a two-story building height limit (OS/2st) (Long Beach 2020h).

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SECTION 3.0 PROJECT DESCRIPTION

As discussed previously, the Project site is divided into two components: the Artesia parcels and the McDonald Trust parcels. It is anticipated that development of either component would occur independent of the other component; therefore, this section is divided between the two components. For purposes of the analyses (refer to Section 4.0), it is assumed that construction and operation would occur according to phases defined later in this section with an overlap of the Artesia parcels operational and McDonald Trust parcels construction phases.

3.1 PHYSICAL CHARACTERISTICS

Prior to development of the two Project components, the existing parking lot and overhead structure supports on the Artesia parcels would be removed.

ARTESIA PARCELS

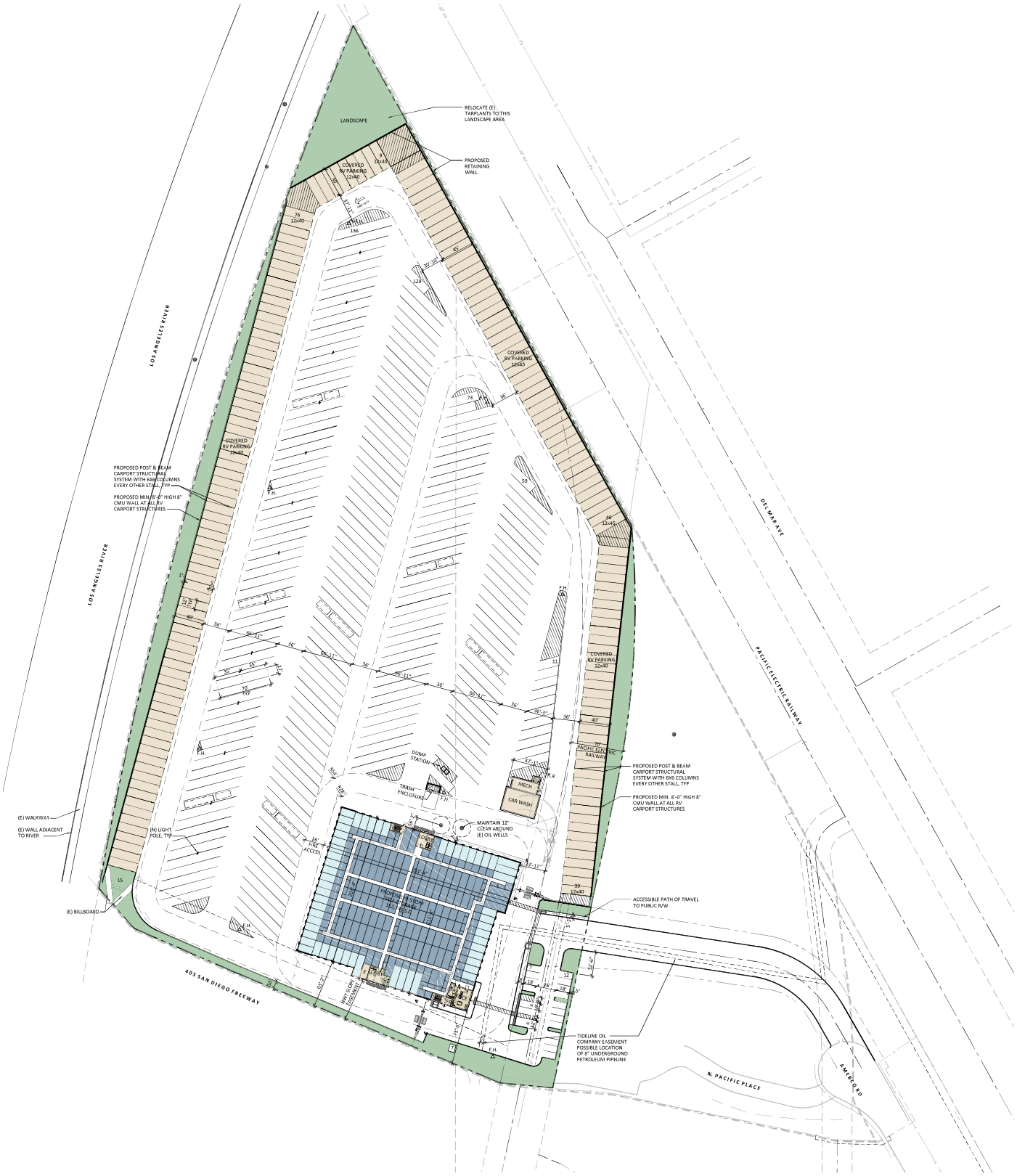
Proposed Land Uses

The Artesia parcels would be developed with a three-story, 152,745-sf self-storage building consisting of approximately 1,132 self-storage units on three levels as shown on Exhibit 5, Site Plan. The first level would include a combination of drive-up storage units with roll-up doors located along the perimeters of the building and directly accessible from the outside, and interior storage units accessible from the building's interior. The second and third stories would include interior-accessible storage units. Ancillary uses would include two lobbies, 500 square feet of office space, and two unisex restrooms on the first floor; and an additional unisex restroom on the third floor. Exhibit 6, Artesia Parcels: Self-Storage Facility First Floor Plan, shows the first-floor plan of the proposed self-storage building. The proposed building would include two elevators and two stairwells, and two main points of entry/exit through the lobbies. Alternate points of entry/exit would be in connection with the two stairwells, the office space, and the electrical room. The building would be constructed in the southeast part of the Artesia parcels (see Exhibit 5, Site Plan). The building would be 40 feet high which would exceed the current maximum building height of 28 feet under proposed Commercial Storage (CS) zoning. Fire sprinklers will be installed in the proposed building according to City standards.

Recreational vehicle storage areas would be developed on most of the balance of the Artesia parcels: 405 surface pull-through parking spaces for outdoor storage and 173 covered pull-in storage spaces on the western, northern, and eastern perimeter of the Artesia parcels, for a total of 578 spaces. A 2,153-sf self-serve car wash for use by RV storage customers would be built in the eastern part of the Artesia parcels a short distance north of the proposed self-storage building. A waste disposal station would be built north of the self-storage building (see Exhibit 5, Site Plan). Most of the exterior of the proposed self-storage facility would be constructed of translucent glass paneling, as shown on Exhibit 7, Artesia Parcels: Rendering, Self-Storage Building.

The building exterior would consist of translucent glass panels, concrete, metal panels, and clear glass doors. Exhibit 7, Artesia Parcels: Rendering, Self-Storage Building, shows a rendering of the southern aspect of the proposed self-storage building looking northwest. Exhibit 8, Artesia Parcels: South Elevation, Self-Storage Building, shows the south elevation of the proposed self-storage building.

The proposed self-storage building would not be constructed over any of the six abandoned oil wells on the Artesia parcels.



Source: InSite Property Group 2020

Artesia Parcels: Site Plan

Exhibit 5

Pacific Place Project

N W E S

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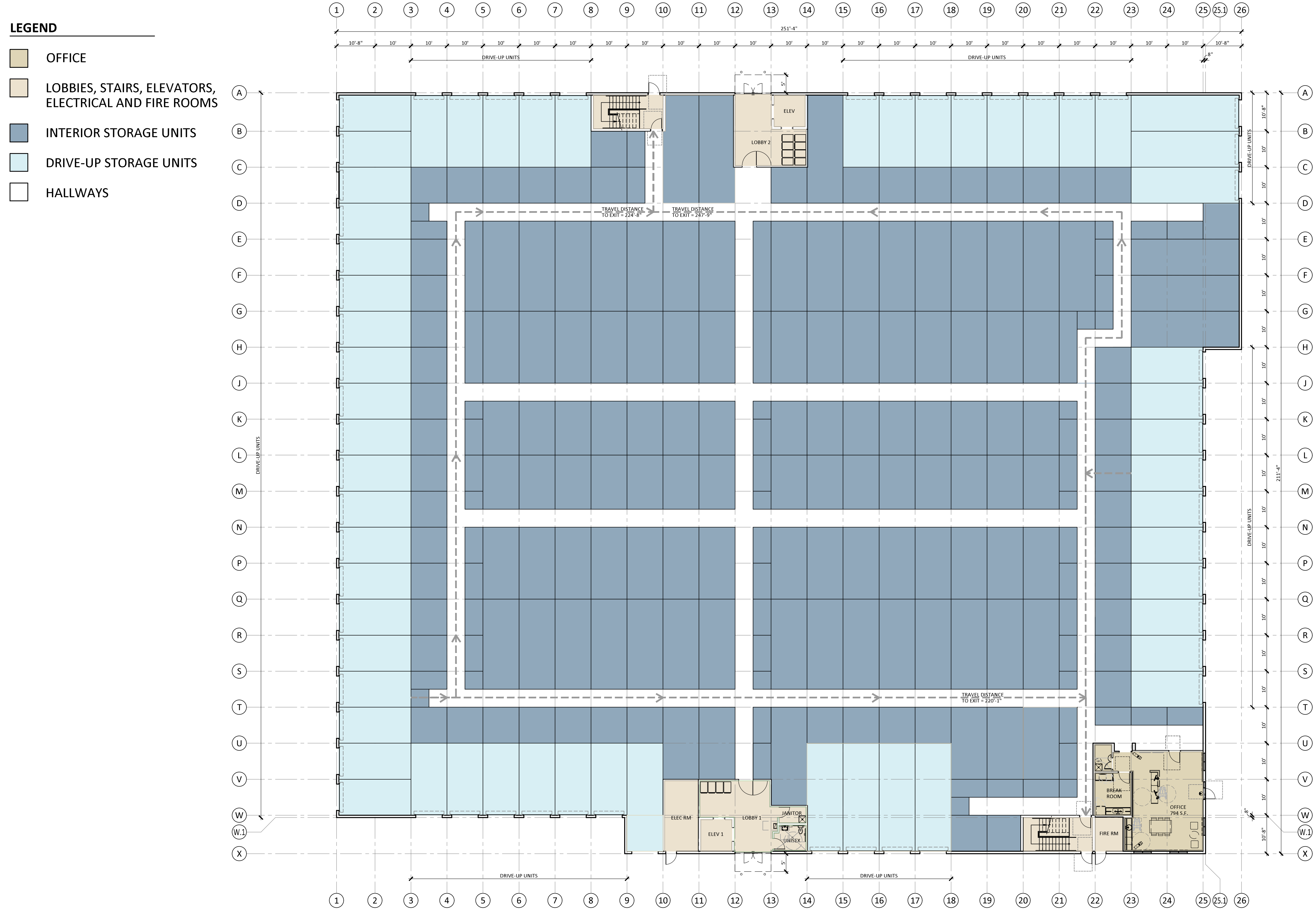

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Source: KSP Studio 2020

Artesia Parcels: Self-Storage Facility First Floor Plan

Exhibit 6

Pacific Place Project

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Source: InSite 2020

Artesia Parcels: Rendering, South Aspect

Exhibit 7

Pacific Place Project

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Access, Circulation, and Parking

Site access would be from a proposed extension of Pacific Place northwest and west approximately 360 feet from the existing end of Ambeco Road. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building. A small surface parking lot with 19 spaces would be constructed in the southeast corner of the Artesia parcels east of the self-storage building. Two crosswalks would connect the parking lot to the proposed self-storage building. An accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. A driveway would extend around the perimeter of the self-storage building. Several internal drive aisles would provide access to the RV storage spaces (see Exhibit 5, Site Plan).

Drainage

The Artesia Parcels would be separated into two drainage areas: Drainage Area A would comprise approximately 9.07 acres along the west side of the site and include a portion of the self-storage building and RV storage spaces and Drainage Area B would comprise approximately 4.79 acres along the east side of the site and would include the balance of the Self-storage building and RV storage spaces as well as the proposed vehicle wash station. Onsite drainage would generally be directed to a series of catch basins along the site perimeters. Development of the Artesia parcels would include construction of a network of underground storm drainpipes, including one network of 60-inch pipes located along the western perimeter of the site and an additional pipe network along the eastern perimeter of the site. In both Drainage Areas, stormwater would be collected in the catch basins and storm drainpipes. Stormwater would then be discharged into additional proposed drain pipes connecting to two proposed modular biofiltration units as shown on Exhibit 9, Artesia Parcels: LID Plans. Collected stormwater would be treated and then conveyed in additional proposed drain pipes to an existing 30-inch storm drain pipe extending east to west under the southern part of the Artesia parcels (see Exhibit 8, Artesia Parcels: South Elevation, Self-Storage Building).

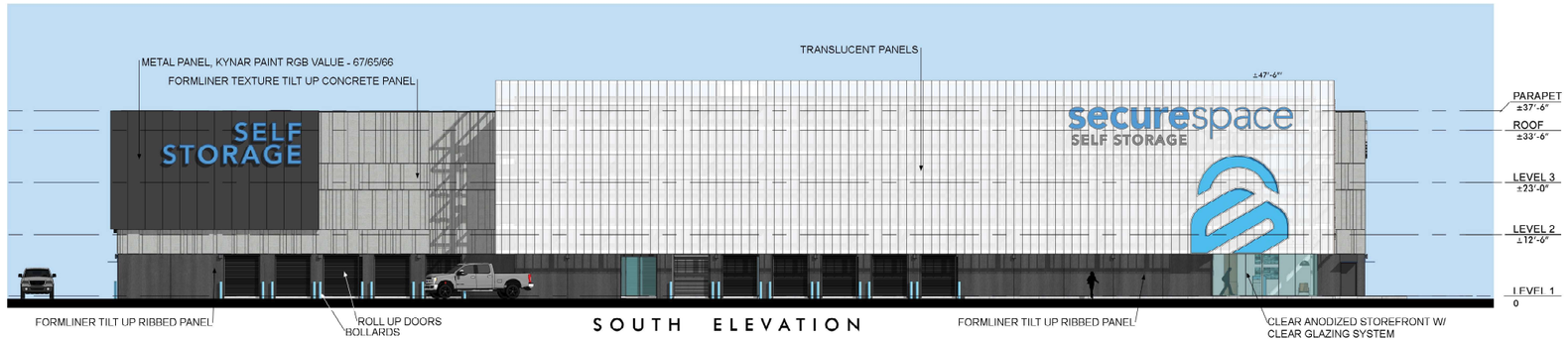
Landscape and Hardscape

Landscaping would be installed along the Project site perimeter. The proposed plant palette would consist of a mix of native and introduced species. The Project landscape plan would conform with the City of Long Beach water-efficient landscape requirements set forth in Municipal Code Section 21.42. Southern tarplants (*Centromadia parryi ssp. australis*) proposed for removal from the development area would be relocated to the proposed landscaped area in the north end of the Artesia parcels.

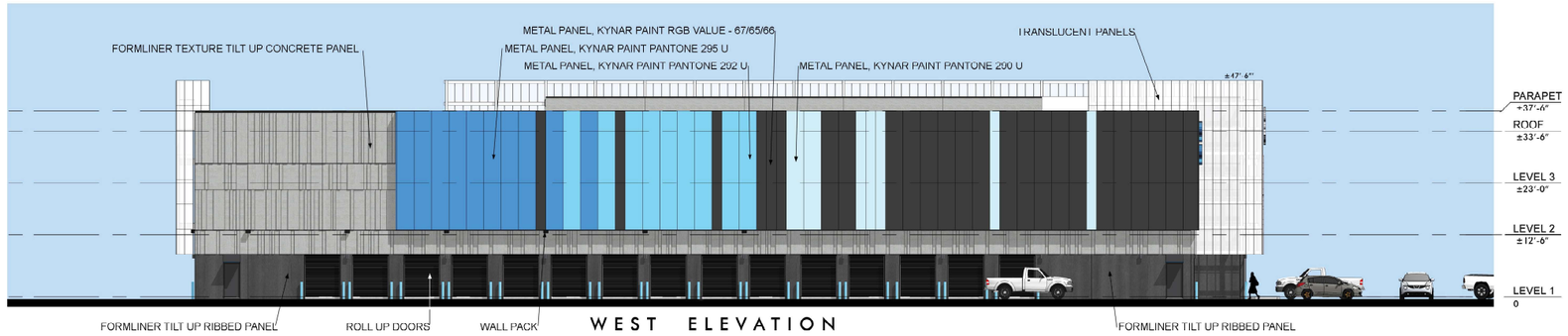
Retaining walls would be built along the west and northeast boundaries, and most of the east boundary, of the Artesia parcels. An additional retaining wall would separate the landscaped area in the north end of the Artesia parcels from the RV storage area to the south. Eight-foot-high concrete block walls would be built along the back sides of the RV carport structures adjacent to the site perimeter.

Soils onsite next to the retaining walls would be reinforced with geogrids or geosynthetic materials used to reinforce soil stability. Landscaping will be incorporated into the geogrids to reduce their visibility.

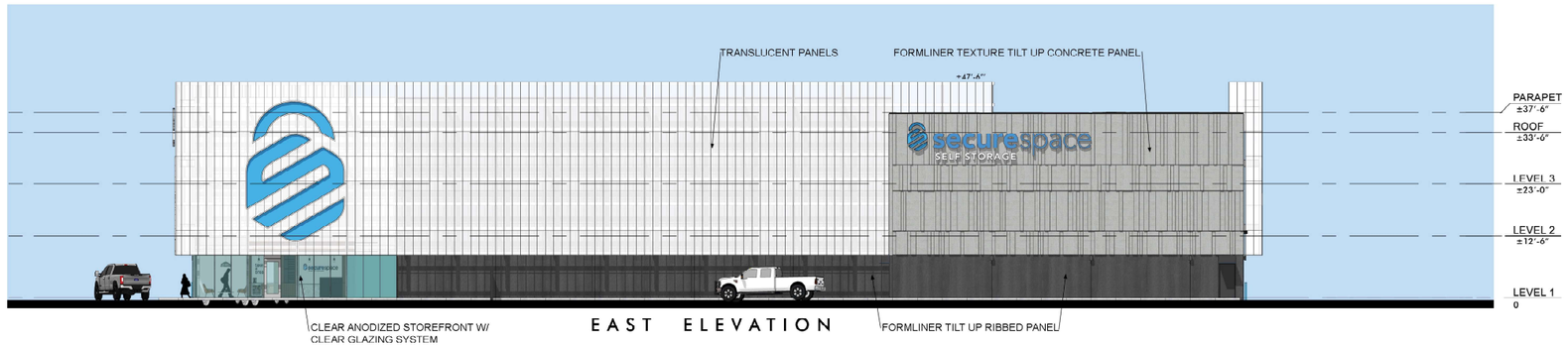
Lighting elements would be installed throughout the site, including lighting standards throughout the surface RV storage area and exterior security lighting for the self-storage building and car



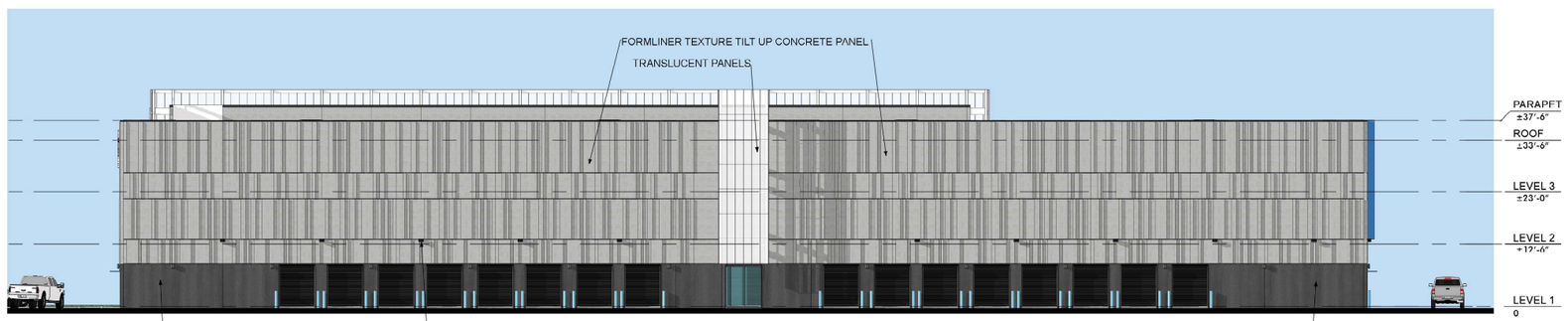
SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

Source: KSP Studio 2020

Artesia Parcels: Self-Storage Facility Elevations

Exhibit 8

Pacific Place Project

PSOMAS

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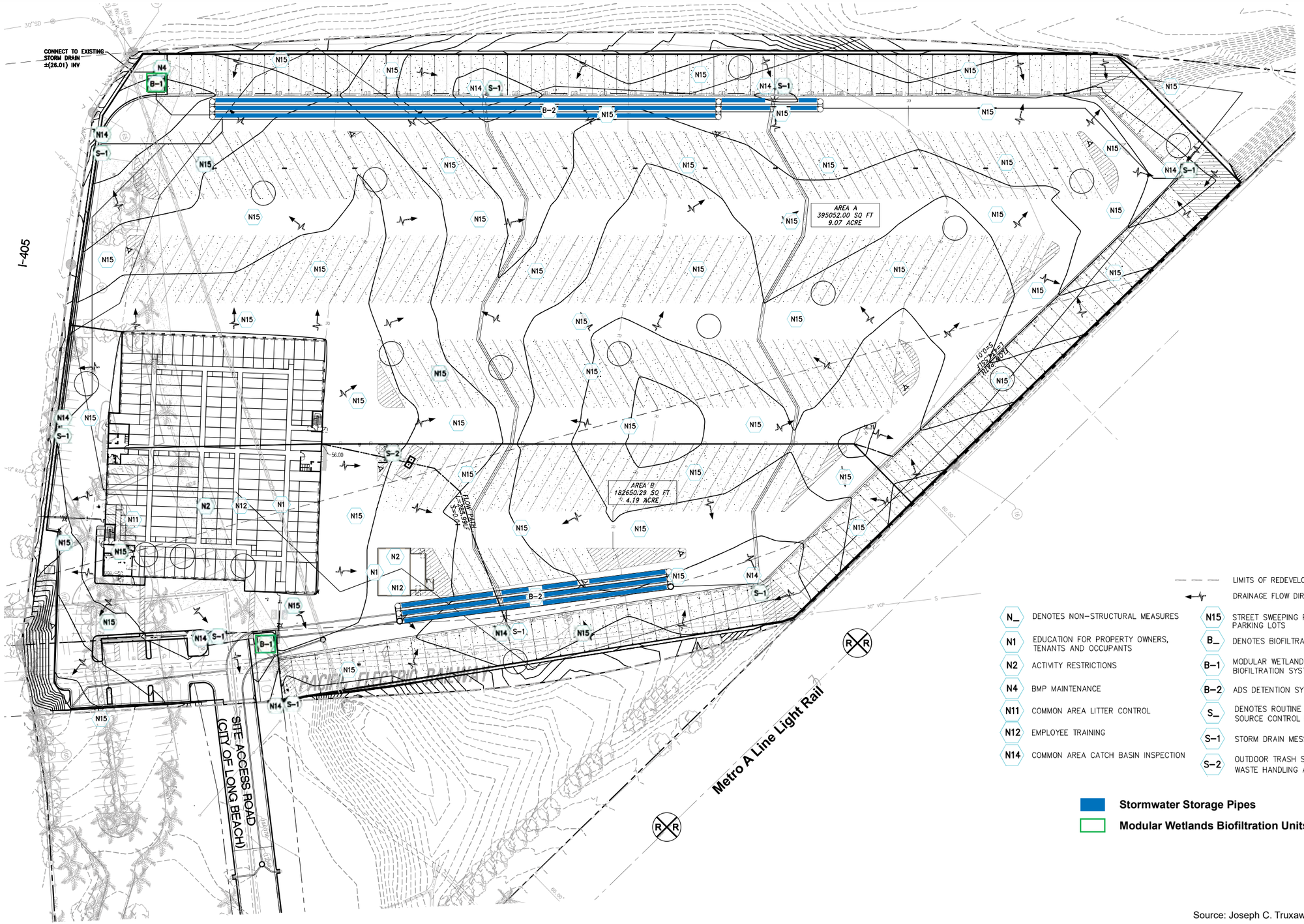

Source: Joseph C. Truxaw and Associates, Inc. 2020

Artesia Parcels: LID Plans

Exhibit 9

Pacific Place Project

PSOMAS

(03/19/2020 RMB) R:\Projects\LON\3LON010101\Graphics\ex_Insite Parcels_LID_Plans.pdf

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wash. All lighting elements would be shielded to direct lighting onto the Project site and minimize light spillage onto offsite areas.

Remediation

As part of the construction, an engineered cap would be designed and constructed to cover the entire Project site. Construction activities associated with the response actions would likely include, but not be limited to, the following main tasks:

- Demolition of existing concrete slabs and foundations, removal of existing posts and remaining trees;
- Clearing and grubbing;
- Mass grading of the Site to achieve planned development grades, including construction of a perimeter wall;
- Management of soils associated with the identified AECs;
- Installation of venting systems under proposed building slabs and parking areas;
- Construction of the engineered cap;
- Construction of building protection systems; and
- Installation of groundwater monitoring wells and perimeter soil vapor monitoring probes and methane/vapor system.

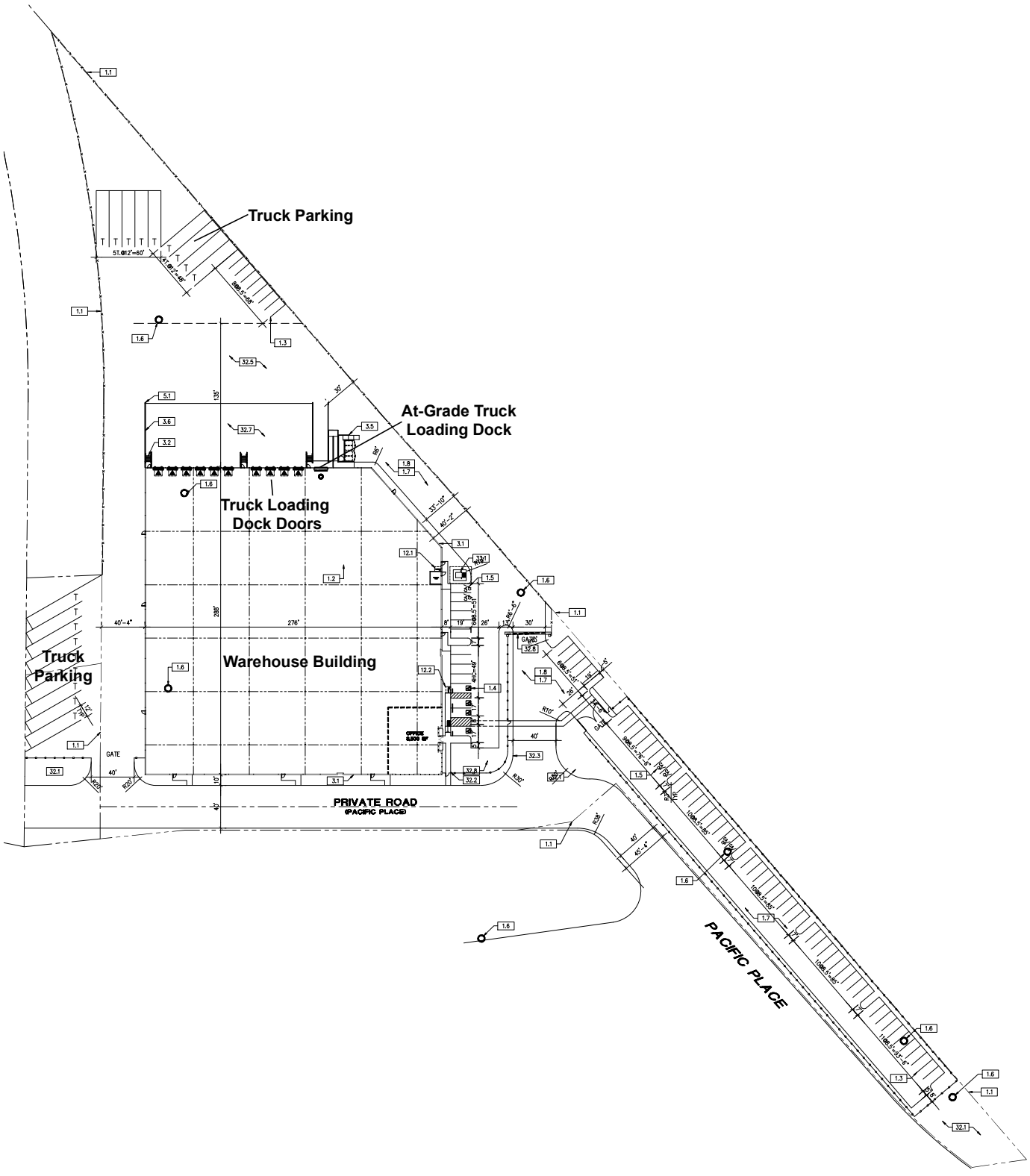
MCDONALD TRUST PARCELS

Proposed Land Uses

The Project would allow for construction of a single-story building with up to 77,000 sf of building area under a proposed General Plan Amendment, Conditional Use Permit (CUP), Site Plan Review, Specific Plan Amendment and a zone change. Development would be permitted for and, for purposes of environmental impact analysis under this IS and the MND, assumed to consist of 73,500 sf of warehouse space and 3,500 sf of office space that would be built on the McDonald Trust parcels north of the proposed extension of Ambeco Road (see Exhibit 10, McDonald Trust Parcels: Warehouse Site Plan). A total of 10 truck loading dock doors and one at-grade truck loading dock would be located on the north side of the proposed building. The building exterior would be constructed of concrete panels and aluminum and glass storefront windows and doors; refer to Exhibit 11, McDonald Trust Parcels: East Elevation, Warehouse Building.

Access, Circulation, and Parking

Site access would be from the proposed extension of Pacific Place. A total of 78 surface parking spaces would be provided, including 8 spaces near the north end of the site, 14 spaces on the east side of the proposed building, and the balance (56 spaces) in the southeasterly extension of the project site. Two vehicular access gates would be installed: one at the north end of the parking lot extending into the southeasterly projection of the McDonald Trust parcels, and the second near the east side of the proposed building controlling access into the driveway and parking lot northeast and north of the building (see Exhibit 10, McDonald Trust Parcels: Warehouse Site Plan). Truck trailer parking (18 stalls) would be provided, nine stalls along the southwest site boundary and nine stalls near the north end of the site (see Exhibit 10, McDonald Trust Parcels: Warehouse Site Plan). A crosswalk would extend across the main entrance driveway near the southeast corner of the building connecting the building to the parking lot in the southeast part of the site.



Source: GAA Architects 2019

McDonald Trust Parcels: Site Plan

Exhibit 10

Pacific Place Project

PSOMAS

(04/10/2020 RMB) R:\Projects\LON\3LON010101\Graphics\ex_SitePlan_McDonaldTrustParcels.pdf

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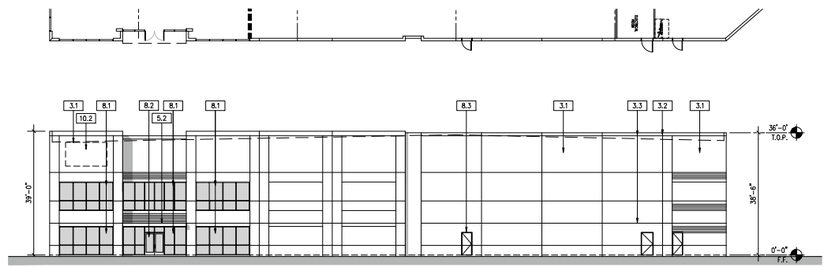
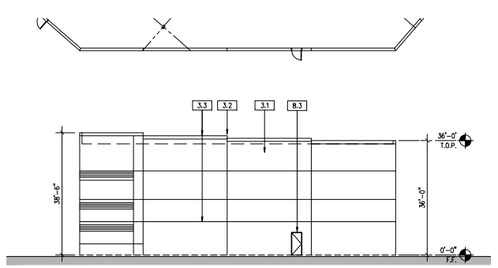
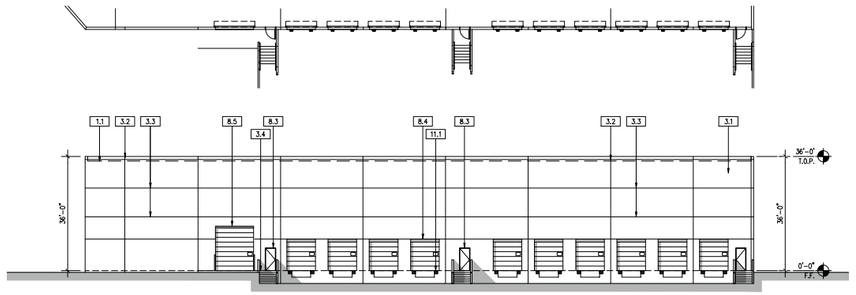


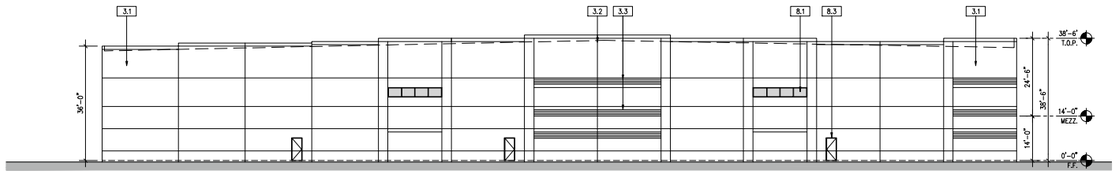
EAST ELEVATION | 1/16"=1' | 5



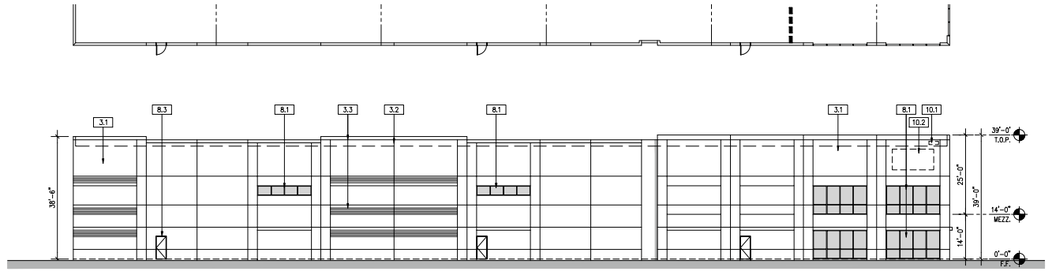
NORTHEAST ELEVATION | 1/16"=1' | 4



NORTH ELEVATION | 1/16"=1' | 3



WEST ELEVATION | 1/16"=1' | 2



SOUTH ELEVATION | 1/16"=1' | 1

Source: GAA Architects 2020

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McDonald Trust Parcels: Proposed Warehouse Building

Exhibit 11

Pacific Place Project

PSOMAS

(04/14/2020 RMB) R:\Projects\LON\3LON010101\Graphics\ex_McDonaldTrust_EastElevation.pdf

Drainage

Development of the McDonald Trust parcels would involve construction of stormwater detention and treatment facilities in accordance with Los Angeles Regional Water Quality Control Board Order No. R4-2014-0024, the Municipal Stormwater Permit for the City of Long Beach. Treated stormwater would be discharged to municipal storm drains, as with the proposed drainage system for the Artesia parcels.

Landscaping

Landscaping consisting of trees, shrubs, and ground cover would be installed along the southern and eastern sides of the proposed building and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project site.

3.2 CONSTRUCTION ACTIVITIES

ARTESIA PARCELS

Construction activities associated with the Artesia parcels and on-site remediation detailed previously would occur in a single phase and last for approximately 12 months, from December 2020 to November 2021. Site grading would involve approximately 45,900 cubic yards (cy) of cut grading, 51,800 cy of fill grading, and 5,000 cy of soil import. Approximately 8,000 cy of soil would be subject to removal, replacement, and re-compaction. Concurrent with grading activities, a soil surcharge program would be conducted. This program would occur over a 4- to 6-week period and involve import and subsequent export of approximately 10,000 cy of soil for soil testing purposes. On-site foundations would be constructed using either a conventional shallow spread-footings and floor slabs on grade or a mat-type foundation, or a deep foundation system involving driven pre-cast concrete piles and drilled caissons. For either deep foundation alternative, displacement augers that push materials to the side rather than corkscrewing them to the surface will be used to minimize handling of potentially contaminated soils and sump materials. Additionally, for the driven pile alternative, a hole would be pre-drilled with a displacement auger and then the pile would be driven to design depths beyond the depth of pre-drilling to minimize ground vibrations and noise impacts.

MCDONALD TRUST PARCELS

Although a development application has not been filed for the McDonald Trust parcels, for purposes of analysis it is assumed that construction activities associated with the McDonald Trust parcels would be conducted in a single phase lasting approximately 12 months beginning in December 2021. Any remediation would occur concurrently and as part of the construction activities. It is also assumed that site grading would involve approximately 22,950 cy of cut grading, 25,900 cy of fill grading, and 2,500 cy of soil import. Approximately 4,000 cy of soil would be subject to removal, replacement, and re-compaction. Construction on the McDonald Trust parcels would employ a similar foundation technology as construction on the Artesia Parcels.

3.3 DISCRETIONARY APPROVALS

This IS/MND is intended to serve as the primary CEQA environmental document for all discretionary approvals needed for the Project (i.e., Artesia parcels and McDonald Trust parcels). It will be used to formulate and implement a mitigation monitoring program for the Project.

CITY OF LONG BEACH

- **Adopt MND.**
- **Zone Change:** Change zoning on Artesia parcels from Light Industry (IL) to Commercial Storage (CS).
- **Standards Variance:** Permit building height of 40 feet in the Artesia parcels; 28 feet permitted in the proposed CS zone.
- **Site Plan Review:** City site plan review for Artesia and McDonald Trust parcels (a separate site plan for each of the two Project components).
- **Conditional Use Permit:** Permit self-storage and recreational vehicle storage uses in the proposed CS zone on the Artesia parcels.

OTHER RESPONSIBLE AGENCIES

Approvals from the following agencies are anticipated to be required during Project construction:

- The California Geologic Energy Management Division
- California Department of Toxic Substances Control

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SECTION 4.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (to be Completed by the Lead Agency.)

On the basis of this initial evaluation:

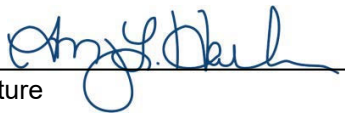
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to be 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 al 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.



Signature

October 13, 2020
Date

Amy L. Harbin, AICP
Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

This section includes the completed Environmental Checklist Form. The checklist form is used to assist in evaluating the potential environmental impacts of the Project. The Environmental Checklist Form identifies potential Project effects as follows: (1) Potentially Significant Impact; (2) Less Than Significant With Mitigation Incorporated; (3) Less Than Significant Impact; and (4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5.0, Environmental Evaluation. Included in each discussion are mitigation measures, as appropriate, that are recommended for implementation as part of the Project.

	ENVIRONMENTAL ISSUES (See attachments for information sources)	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
I.	**AESTHETICS.** Would the project:				
	a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
	c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II.	**AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
	b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
	c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	☐	☐	☐	☒
	d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project**:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off- site?	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	☐	☐	☐	☒
Police Protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a plan, ordinance or policy addressing the circulation system, taking into account all modes of transportation including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	☐	☐	☒	☐
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. 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?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Fish and Wildlife Determination

(Per Section 21089(b) of the Public Resources Code, all project applicants and public agencies subject to the California Environmental Quality Act shall pay a Fish and Game filing fee for each proposed project that would adversely affect wildlife resources.)*

Based on the responses contained in this Environmental Checklist, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which the wildlife depends. Has the presumption of adverse effect set forth in 14 CCR 753.5 (d) been rebutted by substantial evidence?

__ Yes (Certificate of Fee Exemption and County Administrative fee required)

_X_ No (Pay fee)

***Note:** Fish and Game Code Section 711.4(c)(2)(A) states that projects that are Categorically Exempt from CEQA are also exempt from filing fee.

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SECTION 5.0 DISCUSSION OF ENVIRONMENTAL CHECKLIST QUESTIONS

I. AESTHETICS

IMPACT ANALYSIS

Would the Project:

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

Scenic vistas of the San Gabriel Mountains to the north, the Santa Ana Mountains to the east, and the Palos Verdes Hills to the west are all visible from the Project site. Public vistas near the Project site include views of the San Gabriel Mountains to the north and the Santa Ana Mountains to the east from the I-405 and I-710 freeways and from the Los Angeles River bike path. The Project site is fenced vacant land and is not considered a scenic feature; thus, Project development would not eliminate public vistas related to conversion of the Project site to a developed use. The nearest public areas to the site from which vistas are visible are the I-405 to the south and the Metro A Line to the east. The proposed self-storage building would be 40 feet high and set back approximately 129 feet from the transition road from the northbound I-405 to the northbound I-710; the I-405 travel lanes are approximately 205 feet from the proposed building. Due to the limited height of the proposed structure and the setback from public viewpoints, the proposed self-storage building would not substantially detract from scenic vistas of the San Gabriel Mountains as seen from the I-405. The proposed warehouse building would be 38.5 feet high and be set back approximately 84 feet from the Metro A Line tracks. Elevated freeway structures that exist west of the Project site currently block vistas of the Palos Verdes Hills to the west from the Metro A Line tracks east of the Project site. Thus, development of the proposed warehouse building, which would be interposed between the Metro A Line tracks and the elevated structures, would not block views of the Palos Verdes Hills from the Metro A Line tracks. Project development would not detract from scenic vistas, and 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?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

No historic buildings or rock outcroppings are located onsite. Numerous trees are present in the southern part of the site on both the Artesia and McDonald Trust parcels (see Exhibit 4a Photos 1 and 4; and Exhibit 4b Photos 7 and 8).

However, some of the trees that remain on site are ornamental and formerly exist as landscaping associated with the parking lot area of the former golf facility. The facility has been closed for many years and the landscaped areas have been neglected. The trees are not considered scenic resources. Additionally, the Project site is not near a State scenic highway. The nearest designated highway to the site is State Route (SR) 91 approximately 21 miles to the east (Caltrans 2020). Due to this distance, Project development would not damage scenic resources in a State scenic highway. No impact would occur, and no mitigation is required.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are from publicly accessible vantage points). 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.

Artesia Parcels and McDonald Trust Parcels

Exhibit 4a Photo 1, from the south part of the Project site (Artesia parcels) looking west, shows some vertical supports remaining from the driving range; trees in the former driving range parking lot are shown in the left part of the photo. At Project completion the vantage point of this photo would be near the southwest corner of the proposed Self-storage building; looking west toward the southwest part of the proposed RV storage spaces (surface spaces in the foreground and covered spaces in the background).

Exhibit 4a Photos 2 (from the south part of the Project site looking north), and 3 (from the west part of the Project site looking northeast), both show vegetated and bare land with remains of driving range netting in the background. At Project completion the view in Photo 2 would consist of the west part of the proposed self-storage building on the right; the balance of the view would be of the RV storage spaces (surface in foreground and covered in background). At completion the view in Photo 3 would be of covered RV storage spaces on the left and center, with surface RV storage spaces on the right.

Exhibit 4a Photo 4, from the west part of the Project site (Artesia parcels) looking southeast, shows trees along the east boundaries of the Artesia and McDonald Trust parcels; netting remaining from the former driving range is visible in front of the trees. At Project completion much of this view would be of RV storage spaces on the Artesia parcels (surface spaces in the foreground and covered spaces behind). The upper part of the proposed warehouse building on the McDonald Trust parcels would be visible in this view above much of the covered RV parking spaces. It is unlikely that the trees on the background would be visible above the proposed warehouse building.

Exhibit 4b Photos 5 and 6 are of the Artesia parcels. Photo 5, from the northeast part of the Project site looking southeast, shows vegetation on the right and the Metro A Line tracks next to the east site boundary to the left. Photo 6, from the northeast part of the Project site looking west, shows vegetation onsite in the foreground and the Los Angeles River channel beyond the west site boundary in the background. At Project completion the view in Photo 5 would consist of covered RV storage spaces in the left and center, and surface RV storage spaces on the right; the warehouse building on the McDonald Trust parcels may be visible in the background. At completion the view in Photo 6 would consist of surface RV storage spaces in the foreground and covered RV storage spaces in the background. RVs in the covered storage spaces, at capacity, would block views of the Los Angeles River channel to the west.

Exhibit 4b Photo 7, from the southeast part of the Project site (McDonald Trust parcels) looking north, shows trees onsite. The trees near the center of the photo would be removed. At Project completion, part of the proposed warehouse building would be visible on the left part of the view, and the center of the view would be a parking lot for the warehouse building. The trees to the right are offsite and would remain.

Exhibit 4b Photo 8, from the southeast part of the Project site looking southeast, shows trees and shrubs onsite in the foreground and middle ground; and trees offsite in the right and left backgrounds, respectively. At Project completion, this view would consist of the southern part of

the parking lot for the proposed warehouse building in the foreground and middle ground; the backgrounds would remain the same.

As discussed, Project development would replace the dilapidated remains of the driving range and undeveloped, partially vegetated land with a self-storage facility, RV storage, and a warehouse building. The Project would include landscaping around the perimeter of the Artesia parcels; and, within the McDonald Trust parcels, along the southern and eastern sides of the proposed warehouse building and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project site.

The visual quality of the Project would be an improvement compared to existing conditions. Impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The exterior of the proposed self-storage building would be translucent glass that would minimize the potential for glare by diffusing light uniformly. The exteriors of the car wash and warehouse building would be constructed of materials with low reflectance values, such as textured concrete, and would include limited glass elements. The Project would involve installation of security lighting including parking lot lighting over the surface RV storage spaces on the Artesia parcels, and exterior building lighting on both the Artesia and McDonald Trust parcels. The Project site is in an urbanized area with vehicle lights, streetlights, billboard lights, and exterior building lights. Thus, lighting that would be installed by the Project would not be a substantial increase in lighting in the area and would not adversely affect nighttime views. Impacts would be less than significant, and no mitigation is required.

MITIGATION PROGRAM

There would be no significant impacts and no mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES

IMPACT ANALYSIS

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?

and

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

Most of the Los Angeles Basin, including the Project site, is not mapped on the California Important Farmland Finder (CIFF) maintained by the Division of Land Resource Protection due to the intense urbanization of the region (DLRP 2020). However, the Project site is vacant and is not in agricultural use and no agricultural operations are located in the immediate area. The Project site is zoned IL, Light Industry, and is not zoned for agricultural use. The Project site is not subject to a Williamson Act contract. Due to the lack of agricultural or farmland uses on the Project site as well as in the vicinity, no impacts related to conversion of farmland or conflicts with existing agricultural uses or zoning would result from Project development; no mitigation is required.

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))?

and

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

No forest land is present on the Project site. Vegetation consists of disturbed vegetation composed of nonnative species, bare land, ornamental landscape, and surface parking. The Project site is zoned for industrial use and is not zoned for forest or timberland use. Project development would not conflict with zoning for forest or timberland uses and would not convert forest land to non-forest use. Therefore, no impacts would occur, and no mitigation is required.

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.

Artesia Parcels and McDonald Trust Parcels

The Project site is not designated as farmland of significance and is not being used for agricultural production. There are no areas in the immediate area of the Project site that are currently used for agricultural purposes. Further, there are no forest lands in the vicinity of the Project site; therefore, the Project would not convert forest land to non-forest use. No impacts would occur, and no mitigation is required.

MITIGATION PROGRAM

There would be no significant impacts and no mitigation is required.

III. AIR QUALITY

Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2016). Project-specific CalEEMod input and output data is located in Appendix B of this IS/MND.

Environmental Setting

The Project site is located within the South Coast Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SoCAB is a 6,600-square-mile area bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The SoCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties

Both the U.S. Environmental Protection Agency (USEPA) and the State of California have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as "criteria pollutants". The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The federal criteria pollutants are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with a diameter of 10 microns or less (PM10), fine particulate matter with a diameter of 2.5 microns or less (PM2.5), and lead.

O_3 is formed by photochemical reactions between oxides of nitrogen (NOx) and volatile organic compounds (VOCs) rather than being directly emitted. O_3 is the principal component of smog. Elevated O_3 concentrations cause eye and respiratory infection; reduce resistance to lung infection; and may aggravate pulmonary conditions in persons with lung disease. O_3 is also damaging to vegetation and untreated rubber.

CO is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, headaches, and fatigue.

NO_2 (a "whiskey brown"-colored gas) and nitric oxide (NO) (a colorless, odorless gas) are formed from combustion devices. These compounds are referred to as NO_x. NO_x is a primary component of the photochemical smog reaction. The severity of health effects of NO_x depends primarily on the concentration inhaled. Acute symptoms can include coughing, difficulty breathing, vomiting, headache, and eye irritation. Respiratory symptoms may also increase in severity after prolonged exposure.

SO_2 is a corrosive gas that is primarily formed from the combustion of fuels containing sulfur (e.g., from power plants) and heavy industry that use coal or oil as fuel. SO_2 irritates the respiratory tract and can result in lung disease and breathing problems for asthmatics. Atmospheric SO_2 also contributes to acid rain.

Lead is found in old paints and coatings, plumbing, and a variety of other materials including gasoline anti-knock additives. Once in the bloodstream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. However, lead emissions have significantly decreased due to the near elimination of the use of leaded gasoline.

Particulate Matter is the term used for a mixture of solid particles and liquid droplets found in the air. Respirable particulate matter (i.e., PM10) derives from a variety of sources including road dust from paved and unpaved roads; diesel soot; combustion products; tire and brake abrasion;

construction operations; and fires. Fuel combustion and certain industrial processes are primarily responsible for fine particle (i.e., PM2.5) levels. Coarse particles (i.e., PM10) can accumulate in the respiratory system and aggravate health problems such as asthma. PM2.5 can deposit itself deep in the lungs and may contain substances that are harmful to human health.

The State of California Air Resources Board (CARB) has established standards for the federal criteria pollutants that are generally more restrictive than the national AAQS, and additional standards for atmospheric sulfates, vinyl chloride, hydrogen sulfide, and visibility. National and state AAQS are shown in Table 2.

TABLE 2
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary[a]	Secondary[b]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	—	—
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM10	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
	AAM	20 µg/m^3	—	Same as Primary
PM2.5	24 Hour	–	35 µg/m^3	Same as Primary
	AAM	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	—	—
NO_2	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	—
SO_2	24 Hour	0.04 ppm (105 µg/m^3)	—	—
	3 Hour	—	—	0.5 ppm (1,300 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	—
Lead	30-day Avg.	1.5 µg/m^3	—	—
	Calendar Quarter	—	1.5 µg/m^3	Same as Primary
	Rolling 3-month Avg.	—	0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

O_3: ozone; ppm: parts per million; µg/m^3: micrograms per cubic meter; PM10: respirable particulate matter 10 microns or less in diameter; AAM: Annual Arithmetic Mean; –: No Standard; PM2.5: fine particulate matter 2.5 microns or less in diameter; CO: carbon monoxide; mg/m^3: milligrams per cubic meter; NO_2: nitrogen dioxide; SO_2: sulfur dioxide; km: kilometer.

[a] *National Primary Standards:* The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

[b] *National Secondary Standards:* The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).

Source: CARB 2016

Regional air quality is defined by whether the area has attained or not attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in "nonattainment" are required to prepare plans and implement measures that will bring the region into "attainment". When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as "maintenance", and there must be a plan and measures established that will keep the region in attainment for the following ten years. Table 3 summarizes the attainment status of the SoCAB for the criteria pollutants.

TABLE 3
CRITERIA POLLUTANT DESIGNATIONS
IN THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
O_3 (1-hour)	Nonattainment	Nonattainment
O_3 (8-hour)		Extreme Nonattainment
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Moderate Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment/Attainment[a]
Visibility-Reducing Particles	Unclassified[b]	No Standards
Sulfates	Attainment	
Hydrogen Sulfide	Unclassified	

O_3: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO_2: nitrogen dioxide; SO_2: sulfur dioxide; CARB: California Air Resources Board; SoCAB: South Coast Air Basin

[a] Los Angeles County is classified as nonattainment for lead; the remainder of the SoCAB is in attainment of State and federal standards.

[b] "Unclassified" designation indicates that the air quality data for the area are incomplete and do not support a designation of attainment or nonattainment.

Source: CARB 2018, USEPA 2020.

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness or that may pose a present or potential hazard to human health. TACs may be emitted from a variety of common sources, including motor vehicles, gasoline stations, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the "criteria" pollutants previously discussed in that AAQS have not been established for them. TACs occurring at extremely low levels may still affect health, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts on human health are described by having carcinogenic risk and being chronic (i.e., of long duration) or acute (i.e., severe but of short duration). Diesel particulate matter (diesel PM) is a TAC and is responsible for the majority of California's known cancer risk from outdoor air pollutants.

The effects from air pollution can be significant, both in the short-term during smog alerts, but also from long-term exposure to pollutants. While the majority of the populace can overcome short-term air quality health concerns, selected segments of the population are more vulnerable to its effects. Specifically, young children, the elderly, and persons with existing health problems are most susceptible to respirator complications.

Air quality data for the proposed Project site is represented by the Long Beach (South) monitoring station located at 2425 Webster Street, Long Beach. The monitoring station is located approximately two miles south-southwest of the Project site. Pollutants measured at the Long Beach (South) monitoring station include O_3, PM10, and NO_2. PM2.5 is monitored at the Long Beach (North) monitoring station, located at 3648 Long Beach Boulevard, approximately ¾ mile east-southeast of the Project site. The monitoring data presented in Table 4, Air Quality Levels Measured at the Long Beach Monitoring Stations, include maximum pollutant levels and exceedances of federal and State air quality standards for the years 2017–2019.

TABLE 4
AIR QUALITY LEVELS MEASURED AT THE LONG BEACH MONITORING STATIONS

Pollutant	California Standard	National Standard	Year	Max. Level[a]	Days State Standard Exceeded	Days National Standard Exceeded
O_3 (1 hour)	0.09 ppm	None	2017	0.082	0	N/A
			2018	0.074	0	N/A
			2019	0.074	0	N/A
O_3 (8 hour)	0.070 ppm	0.070 ppm	2017	0.068	0	0
			2018	0.063	0	0
			2019	0.064	0	0
PM10 (24 hour)	50 µg/m^3	150 µg/m^3	2017	79.0	—	0
			2018	84.0	25.8[a]	0
			2019	74	3	0
PM2.5 (24 Hour)	None	35 µg/m^3	2017	55.3	N/A	4
			2018	79.6	N/A	6
			2019	28.0	N/A	0
NO_2 (1 hour)	0.18 ppm	0.100 ppm	2017	0.090	0	0
			2018	0.085	0	0
			2019	0.072	0	0

–: Data Not Reported or insufficient data available to determine the value; O_3: ozone; ppm: parts per million; PM10: respirable particulate matter with a diameter of 10 microns or less; µg/m^3: micrograms per cubic meter; AAM: Annual Arithmetic Mean; NO_2: nitrogen dioxide; CO: carbon monoxide; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SO_2: sulfur dioxide. N/A indicates that there is no applicable standard.

[a] Estimated days based on measurement every six days.

Source: CARB 2020, SCAQMD 2020

The monitoring data shows federal standards were exceeded for PM2.5 in 2017 and 2018 and state standard were exceeded for PM10 in 2018 and 2019.

The SCAQMD defines a “sensitive receptor” as a land use or facility such as residences, schools, childcare centers, athletic facilities, playgrounds, retirement homes, and convalescent homes (SCAQMD 1993). The sensitive receptors nearest to the Project site are single-family residences, the Los Cerritos Elementary School, and Los Cerritos Park approximately 160 feet east of the Project site and adjacent to the east side of Del Mar Avenue. No sensitive receptors will be on the Project Site.

Significance Criteria

Appendix G of the State CEQA Guidelines states that the significance criteria established by the applicable air quality management district may be relied upon to make significance

determinations. The SCAQMD has established significance thresholds to assess the regional and localized impacts of Project-related air pollutant emissions; Table 5 presents the current significance thresholds.

TABLE 5
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TACs, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO_2e for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants[b, c]		
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (State) 0.03 ppm (State) and 0.0534 ppm (federal)	
PM10 24-hour average annual average	 10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
PM2.5 24-hour average	 10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (State) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (State)	
Sulfate 24-hour average	 25 µg/m^3 (State)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards: 20.0 ppm (State) and 35 ppm (federal) 9.0 ppm (State/federal)	
Lead 30-day average Rolling 3-month average	 1.5 µg/m^3 (State) 0.15 µg/m^3 (federal)	

NOx: nitrogen oxides, lbs/day: pounds per day, VOC: volatile organic compound, PM10: respirable particulate matter with a diameter of 10 microns or less, PM2.5: fine particulate matter with a diameter of 2.5 microns or less, SOx: sulfur oxides, CO: carbon monoxide, TACs: toxic air contaminants, GHG: greenhouse gases, MT/yr CO_2e: metric tons per year of carbon dioxide equivalents, NO_2: nitrogen dioxide, ppm: parts per million, µg/m^3: micrograms per cubic meter; SCAQMD: South Coast Air Quality Management District

[a] Source: South Coast AQMD CEQA Handbook (SCAQMD 1993)
[b] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated
[c] Ambient air quality threshold is based on SCAQMD Rule 403

Source: SCAQMD 2019

IMPACT ANALYSIS

Would the Project:

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

Air quality in Los Angeles County is regulated by the SCAQMD, which is the agency principally responsible for comprehensive air pollution control in the SoCAB. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs).

On March 3, 2017, the SCAQMD adopted the 2016 AQMP, which is a regional and multi-agency effort (SCAQMD, CARB, Southern California Association of Governments [SCAG], and USEPA). The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); updated emission inventory methodologies for various source categories; and SCAG's latest growth forecasts. The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards.

The two principal criteria for conformance to an AQMP are:

1. Whether the project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards and
2. Whether the project would exceed the assumptions in the AQMP.

With respect to the first criterion, the analyses in Response to Questions III.b below demonstrate that the Project would not (1) generate short-term or long-term emissions of VOCs, NOx, which are O_3 (ozone) precursors, respirable particulate matter (PM10), or fine particulate matter with a diameter of 2.5 microns or less (PM2.5) that could potentially cause an increase in the frequency or severity of existing air quality violations; (2) cause or contribute to new violations; or (3) delay timely attainment of air quality standards.

With respect to the second criterion, the proposed Project would not increase or modify SCAG's population, housing, or employment projections. The proposed Project would accommodate the projected growth in population accounted for in the 2016 AQMP emissions forecast and would provide additional wastewater storage capacity. Therefore, the Project would be consistent with the region's AQMP. No impacts would occur, and no mitigation is required.

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 (Including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact with Mitigation Incorporated.

Construction Emissions – Regional

Criteria pollutant emissions would occur during construction from operation of construction equipment; excavation and earth-moving activities, which would generate fugitive dust; import of soil; import of construction materials; VOC emissions from paving and painting; and operation of vehicles driven to and from the site by construction workers. Emissions would vary from day to day, depending on the level of activity; the specific type of construction activity occurring; and, for fugitive dust, prevailing weather conditions.

A construction-period mass emissions inventory was compiled based on an estimate of construction equipment as well as scheduling and Project phasing assumptions. More specifically, the mass emissions analysis takes into account the following:

- Combustion emissions from operating onsite stationary and mobile construction equipment;
- Fugitive dust emissions from site preparation and soils remediation/grading phases;
- VOC emissions from asphalt paving and architectural coatings; and
- Mobile-source combustion emissions and fugitive dust from worker commute and truck travel.

CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. CalEEMod has separate databases for specific counties and air districts, and the Los Angeles County database was used for the proposed Project.

The mass emissions thresholds (see Table 5) are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and the intensity of construction activity are important in ensuring the analysis of the maximum daily emissions scenarios. The Project activities (e.g., grading, building) are identified by start date and duration. Each activity has associated off-road equipment (e.g., loaders, backhoes) and on-road vehicles (e.g., haul trucks, concrete trucks, worker commute vehicles). The CalEEMod input for construction emissions was based on the Project's construction assumptions and default data included in CalEEMod.

Dust control by watering was assumed, consistent with the requirements of SCAQMD Rule 403. Rule 403, Fugitive Dust, requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. It is noted that construction contractors must also comply with SCAQMD Rules 401, Visible Emissions and 402, Nuisance; no quantitative reductions of particulate emissions are assumed for these rules. All remediation and construction-related activities on the sites would be subject to SCAQMD Rule 1466, requiring ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements. The Project would also comply with SCAQMD Rule 1166, requiring that an approved mitigation plan be obtained from SCAQMD prior to excavation of equipment of materials containing VOC material, handling or storage or VOC-contaminated soil, or treatment of VOC-contaminated soil. Although the Site is not a landfill SCAQMD Rule 1150 will be followed because there were formerly sludge ponds on the Site. The requirements of SCAQMD Rule 1150 will be satisfied in an Excavation Management Plan (EMP) to be prepared for SCAQMD. The EMP will provide mitigation measures should excavation occur into the underlying oily waste during implementation of the response actions or during on-Site grading and construction activities.

Artesia Parcels

For the purposes of estimating emissions associated with the Artesia Parcels construction activities, an approximately 12-month timeframe, starting in December 2020, was applied to the analysis. Construction soil hauling truck trips were estimated based on the grading phase length and an estimated soil import of approximately 15,000 cubic yards for remediation and soil foundation requirements.

Maximum daily emissions for the Artesia Parcels peak workday are shown in Table 6, Estimated Maximum Daily Construction Emissions. As shown, all criteria pollutant emissions would be less than their respective thresholds with the exception of NOx. Thus, impacts to regional construction emissions at the Artesia parcels would be significant prior to the implementation of mitigation.

TABLE 6
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS – ARTESIA PARCELS
(LBS/DAY)

Year	VOC	NOx	CO	SOx	PM10	PM2.5
Unmitigated Emissions						
2020	9	97	51	<1	14	8
2021	50	164	87	<1	21	12
Maximum	**50**	**164**	**87**	**<1**	**21**	**12**
SCAQMD Daily Thresholds *(Table 5)*	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**Yes**	**No**	**No**	**No**	**No**
Mitigated Emissions (with implementation of AIR-1)						
2020	3	47	56	<1	14	8
2021	49	96	100	<1	21	12
Maximum	**49**	**96**	**100**	**<1**	**21**	**12**
SCAQMD Daily Thresholds *(Table 5)*	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Source: SCAQMD 2019 (Thresholds). CalEEMod data in Appendix B.

To minimize emissions occurring during the construction of the Project on the Artesia parcels, Mitigation Measure AIR-1, which requires the use of Tier 3 or more stringent engine emission standards for construction equipment, is required to reduce Project-related emissions. As shown in Table 6, with implementation of AIR-1, NOx emissions would be below the SCAQMD significance thresholds. Therefore, there would be less than significant construction related air pollutant emissions impacts at the Artesia parcels with implementation of AIR-1.

McDonald Trust Parcels

For the purposes of estimating emissions associated with the McDonald Trust parcels construction activities, an approximately 13-month timeframe, starting in December 2021, was applied to the analysis. Construction activities for the Artesia and McDonald Trust parcels would not occur concurrently. Construction soil hauling truck trips were estimated based on the grading phase length and an estimated soil import of 2,500 cubic yards.

Maximum daily emissions for the McDonald Trust parcels peak workday are shown in Table 7, Estimated Maximum Daily Construction Emissions. As shown, all criteria pollutant emissions would be less than their respective thresholds. Thus, impacts would be less than significant.

TABLE 7
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS – MCDONALD TRUST PARCELS (LBS/DAY)

Year	VOC	NOx	CO	SOx	PM10	PM2.5
2021	4	46	26	<1	8	5
2022	36	41	25	<1	8	4
2023	1	5	8	<1	<1	<1
Maximum	**36**	**46**	**26**	**<1**	**8**	**5**
SCAQMD Daily Thresholds *(Table 5)*	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Source: SCAQMD 2019 (Thresholds) (Table 5). CalEEMod data in Appendix B.

Construction Emissions – Local/Ambient Air Quality

The localized effects from the onsite portion of daily emissions were evaluated at receptor locations potentially impacted by the Project according to the SCAQMD's localized significance threshold (LST) method, which utilizes onsite emissions rate look up tables and Project-specific modeling, where appropriate. LSTs are applicable to the following criteria pollutants: NO_2, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest receptor. For the LST CO and NO_2 exposure analysis, receptors who could be exposed for one hour or more are considered. For PM10 and PM2.5 exposure analysis, receptors who could be exposed for 24 hours are considered. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether a project may generate significant adverse localized air quality impacts. The City of Long Beach is in source-receptor area 4, South Coastal LA County. The SCAQMD provides LST mass rate look-up tables for projects that are less than or equal to five acres. For projects that exceed five acres, such as the proposed Project, the five-acre LST look-up values can be used as a screening tool to determine which pollutants require detailed analysis (MacMillan 2011). Although the Artesia parcels and McDonald Trust parcels sites are larger than five acres, SCAQMD recognizes the efficacy of using the LST for larger sites if it is demonstrated that the calculated Project emissions would be less than the five-acre site emissions limits. If a project exceeds the LST look-up values, then the SCAQMD recommends that project-specific localized air quality modeling be performed.

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered. Consistent with the SCAQMD's LST method guidelines, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts.

Artesia Parcels

The LST analysis for the Artesia parcels is shown in Table 8. As shown in Table 8, localized emissions would be less than their respective SCAQMD LSTs for all four pollutants. Thus, impacts would be less than significant, and no mitigation is required

TABLE 8
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS – ARTESIA PARCELS (LBS/DAY)

	NOx	CO	PM10	PM2.5
Site Preparation Emissions	47	55	14	8
SCAQMD LSTs for Site Preparation*	**119**	**2,045**	**44**	**11**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**
Grading Emissions	47	55	15	8
SCAQMD LSTs for Site Grading*	**119**	**2,045**	**44**	**11**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**
Soil Foundation Emissions	36	40	5	3
SCAQMD LSTs for Soil Foundation*	**136**	**3,634**	**80**	**32**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; LST: Localized Significance Threshold.

* Thresholds for Source Receptor Area 4, South Coast LA County, 5-acre site disturbance, 55-meter receptor distance for site preparation and grading activities. A 165-meter separation distance was used to estimate activities associated with soil foundation activities at the nearest sensitive receptor.

Source: SCAQMD 2009.

McDonald Trust Parcels

The LST analysis for the McDonald Trust parcels is shown in Table 9. As shown in Table 9, localized emissions would be less than their respective SCAQMD LSTs for all four pollutants. Thus, impacts would be less than significant, and no mitigation is required.

TABLE 9
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS – MCDONALD TRUST PARCELS (LBS/DAY)

	NOx	CO	PM10	PM2.5
Site Preparation Emissions	46	25	8	5
SCAQMD LSTs for Site Preparation*	**93**	**1,484**	**30**	**9**
Grading Emissions	**37**	**46**	**7**	**4**
SCAQMD LSTs for Site Grading*	**93**	**1,484**	**30**	**9**
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; LST: Localized Significance Threshold.

* Thresholds for Source Receptor Area 4, South Coast LA County, 1.5-acre site disturbance, 50-meter receptor distance

Source: SCAQMD 2009.

Long-Term Operational Emissions

Operational emissions were estimated using the CalEEMod version 2016.3.2 computer program described above. Operational emissions are comprised of area, energy, and mobile source emissions. Area source emissions include consumer products, routine painting, and landscaping equipment and are based on CalEEMod assumptions for the specific land uses and population. Energy emissions are the use of natural gas for hot water heating.

Artesia Parcels

Mobile source emissions for the Artesia parcels are based on estimated Project-related trip generation forecasts, as contained in the Project trip generation memo (LSA 2020) and CalEEMod defaults. The Artesia parcels portion of the Project would generate an estimated 242 weekday daily vehicle trips, 253 Saturday trips, and 204 Sunday trips. Estimated maximum daily operational emissions for the Artesia parcels are shown in Table 10.

TABLE 10
ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS – ARTESIA PARCELS

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Area sources	4	<1	<1	<1	<1	<1
Energy source	<1	<1	<1	<1	<1	<1
Mobile sources	1	3	8	<1	2	1
Total Operational Emissions*	**4**	**3**	**8**	**<1**	**2**	**1**

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SO2: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

* Some totals may not add due to rounding.

Note: CalEEMod model data sheets are included in Appendix B.

McDonald Trust Parcels

Mobile source emissions for the McDonald Trust parcels are based on estimated Project-related trip generation forecasts, as contained in the Project trip generation memo (Psomas 2020b). The McDonald Trust parcels portion of the Project would generate an estimated 134 daily vehicle trips on weekdays and weekends. Estimated maximum daily operational emissions for the McDonald Trust parcels are shown in Table 11.

TABLE 11
ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS – MCDONALD TRUST PARCELS

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Area sources	2	<1	<1	<1	<1	<1
Energy source	<1	<1	<1	<1	<1	<1
Mobile sources	<1	1	4	<1	1	<1
Total Operational Emissions*	2	1	4	<1	1	<1

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SO2: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

* Some totals may not add due to rounding.

Note: CalEEMod model data sheets are included in Appendix B.

Combined Impacts

The Artesia parcels element of the Project would be operational while the McDonald Trust parcels element would be under construction. Thus, Project maximum daily emissions would be as shown in Table 12, assuming the construction of the McDonald Trust parcels and the operation of the Artesia parcels. There are no SCAQMD significance thresholds for combined construction and operational emissions; the data provided in Table 12 is for informational purposes. However, it is noted that the combined emissions would be less than the SCAQMD operational thresholds.

TABLE 12
COMBINED CONSTRUCTION AND OPERATIONAL SCENARIO

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
McDonald Trust Parcels Construction Emissions (Table 6)	36	46	26	<1	8	5
Artesia Parcels Operational Emissions (Table 10)	4	3	8	<1	2	1
Total Emissions*	**40**	**49**	**34**	**<1**	**10**	**6**
SCAQMD Operational Significance Thresholds (Table 5)	***55***	***55***	***550***	***150***	***150***	***55***

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SO2: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

Upon completion of McDonald Trust parcels construction, the entire Project would be operational. The combined long-term operational emissions are shown in Table 13. As shown in the table, long-term operational emissions would be less than the applicable SCAQMD thresholds and the impact would be less than significant.

TABLE 13
ESTIMATED TOTAL PROJECT MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Artesia Parcels Operational Emissions (Table 10)	4	3	8	<1	2	1
McDonald Trust Parcels Operational Emissions (Table11)	2	1	4	<1	1	<1
Total Emissions*	**6**	**4**	**12**	**<1**	**3**	**1**
SCAQMD Significance Thresholds (Table 5)	***55***	***55***	***550***	***150***	***150***	***55***
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SO2: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

Cumulative Impacts

The Los Angeles County portion of the SoCAB is a nonattainment area for O_3, PM10, and PM2.5.[2] The proposed Project would generate these pollutants during construction, and short-term cumulative impacts related to air quality could occur if Project construction and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards of each other. As described in the analysis above, construction emissions would be below the SCAQMD regional and localized significance thresholds. Therefore, short-term construction emissions of nonattainment pollutants would not be cumulatively considerable and Project impacts would be less than significant.

SCAQMD's policy with respect to cumulative impacts associated with criteria pollutants and their precursors is that impacts that would be directly less than significant would also be cumulatively less than significant (SCAQMD 2003). As shown in Tables 6 through 13 and discussed above, the Project's construction and operational emissions would be directly less than significant. Therefore, consistent with SCAQMD policy, the cumulative construction and operational impacts of the Project would also be less than significant, and no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants from onsite construction; and TACs from onsite construction.

Carbon Monoxide Hotspot

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at level of service (LOS) E or F or causes an intersection that would

[2] Los Angeles County is also a nonattainment area for lead, but the concern for lead emissions is limited to specific industrial sources such as battery manufacturing and reprocessing facilities.

operate at LOS D or better without the project to operate at LOS E or F with the project, a quantitative screening is required. As discussed in Section XVII. Transportation, of this Initial Study and in the Project trip generation memoranda (LSA 2020b, Psomas 2020), peak trip generation would be below levels that would indicate the need for a traffic impact analysis. Thus, it is concluded that Project traffic would not increase average delay at signalized intersections operating at LOS E or F or cause an intersection that would operate at LOS D or better without the project to operate at LOS E or F. The Project would neither cause new severe congestion nor significantly worsen existing congestion. There would be no potential for a CO hotspot or exposure of sensitive receptors to substantial, Project-generated local CO emissions. There would be no impact due to the Project and no mitigation is required.

Criteria Pollutants from Onsite Construction

Exposure of persons to NO_2, CO, PM10, and PM2.5 emissions is discussed in the LST analysis under Response III.b above. As discussed, there would be a less than significant impact and no mitigation is required.

Toxic Air Contaminant (Diesel PM) Emissions from Onsite Construction

Construction activities would result in short-term, Project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; and building construction. CARB identified diesel PM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, health risk assessments—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 30- to 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with a project.

For the Project, there would be little off-road, heavy-duty diesel equipment in operation, and the construction period would be short when compared to a 30- to 70-year exposure period. When considering these facts combined with the highly dispersive properties of diesel PM and additional reductions in particulate emissions from newer construction equipment, as required by USEPA and CARB regulations, it can be concluded that TAC emissions during construction of the Project would not expose sensitive receptors to substantial emissions of TACs. There would be a less than significant impact and no mitigation is required.

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

Less than Significant Impact.

<u>Artesia Parcels and McDonald Trust Parcels</u>

The Project would not result in other emissions that would affect a substantial number of people. Objectionable odors are generally associated with agricultural activities; landfills and transfer stations; the generation or treatment of sewage; the use or generation of chemicals; food processing; or other activities that generate unpleasant odors (SCAQMD 1993).

During construction, the proposed Project would operate equipment that may generate odors resulting from onsite construction equipment's diesel exhaust emissions or paving operations.

However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance.

The Artesia parcels portion of the Project would include a dump station for recreational vehicles. The dump station would be connected to the City sewer system. The dump station cover would have seals to prevent the escape of objectional odors.

The Project would also be regulated from nuisance odors and other objectionable emissions by SCAQMD Rule 402. Rule 402, Nuisance, prohibits discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. Compliance with Rule 402, which the Project must do, would ensure that no significant odor impacts would result. Development of an EMP per SCAQMD Rule 1150 for the former sludge ponds will provide mitigation for potential excavation of underlying oily waste. Therefore, other emissions would be considered less than significant, and no mitigation is required.

MITIGATION PROGRAM

AIR-1 For the Artesia parcels, prior to the issuance of each grading permit, the City or its designee shall provide construction plans and specifications demonstrating that, onsite equipment used for construction of the Project shall be required to meet a minimum of Tier 3 or equivalent off-road engine emissions standards. Tier 4 compliant engines can also be used, which would further reduce emissions, but are not required.

IV. BIOLOGICAL RESOURCES

Information in this Section is based on the *Biological Resources Assessment for the Artesia Parcels* completed by LSA on April 8, 2020 (Appendix C1) and a *Biological Constraints Letter Report for the McDonald Parcels* completed by Psomas on April 23, 2020 (Appendix C2), the *Focused Special-Status Plant Species for the Industrial Self-Storage/RV Parking Project at 3701 Pacific Place, Long Beach, California* prepared by LSA on August 21, 2020 (Appendix C3), and the *Crotch Bumblebee Visual Survey for the Industrial Self Storage/RV Parking at 3701 Pacific Place, Long Beach, California* prepared by LSA on September 11, 2020 (Appendix C4).

Existing Conditions

Artesia Parcels

The vegetation onsite is sparse and dominated by nonnative plants and scattered native plant species. The dominant nonnative plant species growing in the Artesia parcels is tumbling pigweed (*Amaranthus albus*), followed by garland chrysanthemum (G*lebiones coronaria*). Other nonnative vegetation growing on site includes tocalote (*Centaurea melitensis*), Russian-thistle (*Salsola tragus*), shortpod mustard (*Hirschfeldia incana*), and London rocket (*Sisymbrium irio*). Native plant species observed include mule fat (*Baccharis salicifolia* ssp*. salicifolia*), common horseweed (*Erigeron canadensis*), and cliff malacothrix (*Malacothrix saxatilis* var*. tenuifolia*). Ornamental vegetation (i.e., palm, pine, eucalyptus, and sycamore trees; including Mexican fan palm [Washingtonia robusta]) is interspersed among portions of the parking lot in the southern part of the site.

Eight special-status plant species with a 2B.2 California Rare Plant Rank (i.e., plants moderately threatened in California, but more common elsewhere) or rarer were determined to have a potential to occur onsite. The biological survey for the Artesia Parcels was conducted in early December 2019 within the late blooming period for one species and not within the known blooming

period for the remaining seven species. One of the seven species, southern tarplant (*Centromadia parryi ssp. australis*), was observed onsite. The remaining six species, which were each determined to have low potential to occur onsite, are Coulter's saltbush (*Atriplex coulteri*), Parish's brittlescale (*Atriplex parishii*), lucky morning glory (*Calystegia felix*), decumbent goldenbush (*Lasthenia glabrata* var. *deumbens*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), and prostrate vernal pool navarretia (*Navarretia prostrata*). None of these species were observed on the Artesia Parcels during the biological survey, which concluded that the probability of a habitat to support any of these species on the Artesia Parcels was very low.

Focus surveys for special-status plants Coulter's saltbush, Parish's brittlescale, lucky morning glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, San Bernardino aster *(Symphyotrichum defoliatum)*, and any additional southern tarplant individuals.

Between the biological resources assessment conducted in 2019 and focused surveys conducted in 2020, an estimated total of 830 southern tarplant individuals were identified within the Project limits for the Artesia Parcels. No other special-status plant species were observed.

The following special-status animal species were determined to have at least a low potential to occur onsite but none were found on the Artesia Parcels during the biological survey:

- Palos Verde blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) has potential to forage onsite.
- Burrowing owl (*Athene cunicularia*) has the potential to forage onsite and/or in the surrounding area; but the habitat onsite is not suitable for nesting.
- Yuma myotis (*Myotis yumanensis*), Mexican free-tailed bat (*Tadarida brasiliensis*), and western yellow bat (*Lasiurus xanthinus*) each have the potential to forage and/or roost onsite.

A visual survey was conducted for the Crotch bumble bee (*Bombus crotchii*) in August 2020. At this time, it was determined that potential Crotch bumble bee habitat on the Artesia Parcels was of poor quality due to high disturbance and low diversity of flowering plant species. A dispersing male was seen foraging within the vegetation, but no nest was identified.

No sensitive habitats were observed onsite.

The Project site was surveyed for waters or wetlands potentially jurisdictional to the United States Army Corps of Engineers (Corps), Los Angeles Regional Water Quality Control Board (LARWQCB), or the California Department of Fish and Wildlife (CDFW); no jurisdictional areas were identified.

McDonald Trust Parcels

The McDonald Trust parcels is composed entirely of disturbed vegetation types; no native vegetation types are present. Ruderal vegetation occurs in the northern portion of the McDonald Trust parcels; these areas are composed of weedy species indicative of past disturbance. Non-native species observed included black mustard (*Brassica nigra*), field mustard (*Brassica rapa*), shortpod mustard (*Hirschfeldia incana*), sourclover (*Melilotus indicus*), common castor bean (*Ricinus communis*), wild radish (*Raphanus sativus*), tree tobacco (*Nicotiana glauca*), redstem filaree (*Erodium cicutarium*), common dandelion (*Taraxacum californicum*), ripgut grass (*Bromus diandrus*), and foxtail chess (*Bromus madritensis*). Ornamental vegetation occurs throughout the McDonald Trust parcels and consists of non-native trees and shrubs planted for ornamental purposes. Ornamental species observed included Mexican fan palm, queen palm (*Syagrus*

romanzoffliana), Canary Island palm (*Phoenix canariensis*), gum tree (*Eucalyptus sp.*), pine tree (Pinus sp.), freeway ice plant (*Carpobrotus edulis*), hawthorn (*Rhaphiolepis sp.*), and African iris (*Dietes bicolor*). No special status vegetation types are present on the McDonald Trust parcels.

Three federally and/or State-listed as Endangered plant species are known to occur in the region: salt marsh birds-beak (*Chloropyron maritimum* ssp*. maritimum*), California Orcutt grass (*Orcuttia californica*), and Lyon's pentachaeta (*Pentachaeta lyonia*). These species are not expected to occur on the McDonald Trust parcels due to lack of suitable habitat. Southern tarplant (*Centromadia parryi* ssp*. australis*) was observed on the adjacent property. Southern tarplant is considered a California Rare Plant Rank (CRPR) List 1B species, which indicates that it is considered rare, threatened, or endangered within California by the California Native Plant Society (CNPS). This species was not incidentally observed on the McDonald Trust parcels during the present survey; however, the species was not flowering at the time of the survey and may not have been detectable during the reconnaissance-level survey effort. Potentially suitable habitat is present on the McDonald Trust parcels and southern tarplant has potential to occur. Several other CRPR List 1B species are known to occur in the Project region. Species reported from the region include Horn's milk-vetch (*Astragalus hornii* var. *hornii*), Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, coast woolly-heads (*Nemacaulis denudata* var. *denudata*), estuary seablite (*Suaeda esteroa*), and San Bernardino aster. Horn's milk-vetch is not expected to occur because there are no nearby occurrences. Coast woolly-heads and estuary seablite are not expected to occur due to lack of suitable habitat. Limited marginally suitable habitat is present for Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, and San Bernardino aster. These species have a limited potential to occur.

Four federally or State-listed Threatened or Endangered species are known to occur in the Project region: western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), bank swallow (*Riparia riparia*), California least tern (*Sternula antillarum browni*), and Pacific pocket mouse (*Perognathus longimembris pacificus*). These species are not expected to occur on the McDonald Trust parcels due to lack of suitable habitat. The Crotch's bumble bee is currently a Candidate for listing by the State; however, as of August 9, 2020, no determination of status has been made. The Crotch's bumblebee prefers grassland and scrub habitats. It is primarily associated with plants from the following families: *Fabaceae, Apocynaceae, Asteraceae, Lamiaceae,* and *Boraginaceae*. The Crotch's bumblebee is a ground nester and often makes its nest in abandoned mammal burrows and can be found in most native habitat types. There are no native habitat types on the McDonald Trust parcels. Also, very few individuals of the plant species that the Crotch's bumblebee is associated with were observed on the McDonald Trust parcels. Limited marginally suitable habitat is present for this species. Therefore, Crotch's bumblebee has a limited, very low potential to occur on the McDonald Trust parcels.

Other special status wildlife species that have been reported from the Project vicinity include western tidal-flat tiger beetle (*Cicindela gabbii*), sandy beach tiger beetle (*Cicindela hirticollis gravida*), western beach tiger beetle (*Cicindela latesignata latesignata*), coast horned lizard (*Phrynosoma blainvillii*), California brown pelican (*Pelecanus occidentalis californicus*), silver-haired bat (*Lasionycteris noctivagans*), and big free-tailed bat (*Nyctinomops macrotis*). Most of these species are not expected to occur on the McDonald Trust parcels due to lack of suitable habitat. However, potentially suitable foraging and roosting habitat for the big free-tailed bat is present on the McDonald Trust parcels.

No sensitive habitats were observed onsite.

The McDonald Trust parcels was surveyed for waters or wetlands potentially jurisdictional to the United States Army Corps of Engineers (Corps), LARWQCB, or CDFW; no jurisdictional areas were identified.

IMPACT ANALYSIS

Would the Project:

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

Less than Significant Impact with Mitigation Incorporated.

Artesia Parcels

Project development would impact one special status plant species identified onsite — southern tarplant. According to the 2020 focus survey results, due to the high level of ongoing disturbance within the Artesia Parcels, and the prevalence of ruderal, nonnative plant species on site, it is highly unlikely that any of the other special-status plant species would occur on the site.

Project development could impact all the special-status animal species listed above: crotch bumblebee; Palos Verde blue butterfly; burrowing owl; Yuma myotis, Mexican free-tailed bat, and western yellow bat. Myotis species frequently roost in palm trees. In addition, western yellow bats have been documented using palm trees as maternity roosts, so it is possible that the palm trees could be used for maternity roosting. Impacts to the special-status southern tarplant and animal species would be potentially significant. Implementation of Mitigation Measures BIO-1 and BIO-5 would reduce these impacts to less than significant.

McDonald Trust Parcels

Project development would impact one special status plant species identified onsite — southern tarplant. Project development also has the potential to impact the special status plant species determined to have low potential to occur onsite: Horn's milk-vetch, Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, coast woolly-heads, estuary seablite, and San Bernardino aster.

Project development could impact all the special-status animal species listed above: crotch bumblebee; western tidal-flat tiger beetle; sandy beach tiger beetle; western beach tiger beetle; coast horned lizard; California brown pelican; silver-haired bat; and big free-tailed bat. Most of these species are not expected to occur onsite due to lack of suitable habitat. However, potentially suitable foraging and roosting habitat for the big free-tailed bat is present on the McDonald Trust parcels. Impacts to special-status plant and animal species would be potentially significant. Implementation of Mitigation Measures BIO-2 through BIO-5 would reduce these impacts to less than significant.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

No sensitive natural communities or riparian habitat jurisdictional to the CDFW was identified onsite; therefore, no impact would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact.

Artesia Parcels and McDonald Trust Parcels

No wetlands jurisdictional to the USACE or the CDFW are present on the Project site; therefore, no impact 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 Impact with Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

The Project site is fenced. While the Project site is near the east bank of the Los Angeles River, the River in the Project region is an engineered concrete channel lacking food and cover needed for use as a wildlife movement corridor. The Project site is otherwise isolated from surrounding areas by two freeways and the Metro A Line tracks. Thus, the Project site is not available for overland wildlife movement. However, vegetation onsite has the potential to be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Section 3503, resulting in a potentially significant impact. However, implementation of Mitigation Measure BIO-4 would reduce this impact to a less than significant level.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

City of Long Beach Municipal Code Chapter 14.28, *Trees and Shrubs* protects trees and shrubs on City property. According to the Section 14.28.050 of the Municipal Code, a permit from the City Director of Public Works is required for planting or removing any trees growing in, on, or along any City street or other City property. All trees present within the Project site are considered ornamental trees and are not located on City property or along City streets. Therefore, Project development would not conflict with the specified Municipal Code chapter, 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.

Artesia Parcels and McDonald Trust Parcels

The Project site is not located within a habitat conservation plan or natural community conservation plan (USFWS 2020; CDFW 2019). Project development would not impact a habitat conservation plan or natural community conservation plan, and no mitigation is required. The owner and project proponent of the Artesia Parcels will be responsible for implementing the following mitigation measures only on the Artesia Parcels. The owner and project proponent of the McDonald Parcels will be responsible for implementing these mitigation measures only on the McDonald Parcels.

MITIGATION PROGRAM

BIO-1 For the Artesia Parcels, a survey for special status plant species shall be conducted during their peak blooming period and prior to construction activities to determine the extent which southern tarplant occurs in the survey area. If this species is observed, the population shall be avoided, if possible. If the population would be impacted, mitigation may be required depending on the number of individuals that would be impacted as compared to the number known in the project region. Mitigation for special status plants could consist of collection of seed or salvage of individuals prior to project construction. For southern tarplant, the Applicant shall ensure that one of the following two mitigation alternatives be implemented to offset potential impacts to the southern tarplant:

- Provided the following mitigation opportunity exists, Artesia Acquisition Company, LLC, (Developer) will pay a specified in-lieu fee to a conservation agency or other similar entity as part of a mitigation bank program (or equivalent conservation program) for the permanent preservation and conservation of the southern tarplant. The amount of the in-lieu fee will be determined in consultation between the Developer and the applicable conservation agency/entity and will be based on a 1:1 mitigation ratio, or no net loss of southern tarplants.
- In the absence of the preceding mitigation alternative, the Developer will preserve in place those southern tarplant individuals not to be impacted by the proposed project and will translocate those southern tarplant individuals to be impacted to a suitable location, which will be determined by the Developer in collaboration with the Project Biologist. This mitigation alternative will require the preparation of a detailed Southern Tarplant Mitigation/Translocation Plan (Plan) by the Project Biologist, who will be a qualified biologist, having demonstrated past project experience with the southern tarplant and preferably translocation of the southern tarplant. At a minimum, the Plan will address the goals/objectives of the mitigation, locations of the translocation "donor" and "receptor" sites, mechanism or instrument for permanent preservation of the translocation receptor site, implementation of the translocation tasks (e.g., topsoil salvage and possibly seed collection), monitoring of the receptor site, maintenance activities (e.g., weed abatement), performance standards, and documentation. The Developer and the California Environmental Quality Act

(CEQA) Lead Agency (i.e., the City of Long Beach [City]) will review and approve the Plan prior to the start of project construction. This Plan will ensure no net loss of southern tarplant individuals, and topsoil salvage and/or seed collection will occur prior to any ground-disturbance activities.

BIO-2 For the McDonald Trust Parcels, a survey for special status plant species shall be conducted during their peak blooming period and prior to construction activities to determine whether the following species occur in the survey area: southern tarplant, Coulter's saltbush, Parish's brittlescale, lucky morning-glory, decumbent goldenbush, Coulter's goldfields, prostrate vernal pool navarretia, and San Bernardino aster. If any of these species are observed, the population shall be avoided, if possible. If the population would be impacted, mitigation may be required depending on the number of individuals that would be impacted as compared to the number known in the project region.

BIO-3 For the McDonald Trust Parcels, a survey for Crotch's bumble bee shall occur prior to construction activities during the Crotch's bumble bee active period (i.e., March to July). The survey will be a visual survey conducted by a qualified Biologist (i.e., one with experience in the identification of bee species). The Biologist will search for Crotch's bumble bee activity and the presence of ground nests. If a ground nest is observed, it will be protected in place until it is no longer active as determined by a Biologist. Unless a determination has been made by CDFW that the Crotch's bumble bee will not be listed as a special status species, the Applicant shall consult with CDFW to obtain a take permit for Crotch's bumble bee.

BIO-4 In order to avoid impacts on nesting birds, construction shall be scheduled to begin outside the peak nesting season (i.e., between September 1 and January 31), if feasible. If construction activities must occur during the peak nesting season (i.e., February 1 to August 31), a pre-construction nesting bird survey should be conducted by a qualified Biologist within three days prior to vegetation removal or commencement of construction activities. If the Biologist finds an active nest within or adjacent to the construction area, the Biologist will identify an appropriate protective buffer zone around the nest depending on the sensitivity of the species, the nature of the construction activity, and the amount of existing disturbance in the vicinity.

BIO-5

A. An acoustic survey and exit counts shall occur prior to removal of trees (at any time of year) to determine if they are being used by bats. These surveys should begin at least 30 minutes prior to sunset and should continue until at least an hour after sunset. If bats are roosting in the trees, avoidance and minimization measures would be recommended to minimize effects on roosting bats. The specific exclusion measures recommended would be based on the results of the acoustic survey.

B. To avoid impacts on maternity roosts, tree removal shall occur outside the bat maternity season if feasible and in a manner that does not impede construction activities (i.e., April through August). Trees that are being used by roosting bats and those within 200 feet of an active roost will not be removed during the maternity season in order to avoid impacts on an active maternity roost, which may include juvenile bats that cannot fly, if feasible and in a manner that does not impede construction activities.

C. A qualified bat Biologist shall be present during removal of palm trees. During removal of palm trees, dead palm fronds should be removed prior to felling the tree. To the greatest extent possible, the drop distance of palm fronds should be minimized to minimize the potential for injury of bats that may be roosting in the fronds. The Biologist will examine the palm fronds immediately following their removal for torpid (dormant) bats.

V. CULTURAL RESOURCES

Information in this Section is based on the Phase I Archaeological Cultural Resources Study for the Self Storage/RV Parking at 3701 North Pacific Place in Long Beach, Los Angeles, California (LSA Project No. ISP2002) completed by LSA on April 2, 2020 (Appendix D1) and the Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project, Long Beach, Los Angeles County, California completed by Psomas on July 23, 2020 (Appendix D2).

Archaeological Resources

The SCCIC is a designated branch of the California Historical Resources Information System (CHRIS) and houses records regarding archaeological and historic resources recorded in San Bernardino, Los Angeles, Orange, and Ventura Counties. The 2020 review consisted of an examination of the U.S. Geological Survey's (USGS) 7.5-minute Long Beach, California topographic quadrangle to determine if any sites are recorded or if any cultural resources studies have been conducted on or within a ½-mile radius of the Project site. Data sources consulted at the SCCIC include archaeological records, Archaeological Determinations of Eligibility (DOE), historic maps, and the Historic Property Data File (HPDF) maintained by the Office of Historic Preservation (OHP). The HPDF contains listings for the California Register of Historical Resources (CRHR) and/or the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

The literature review revealed that eight cultural resource studies have been conducted within ½-mile of the Project site; two of the studies (LA-03102 and LA-11993) included the Project site. The studies consisted primarily of archaeological and paleontological surveys, an EIR, a Finding of No Adverse Effects Report, and one Historic Property Survey Report (HPSR). The studies were located to the south, southeast, southwest, north, northeast, and northwest of the Project site.

The results of the SCCIC records search confirms there are no cultural resources located within the Project site. However, three resources are located within ½-mile of the Project site. None of the three resources are located at the Project site. These resources include P-19-179268 (Jennie A. Reeve House), P-19-189246 (Light Hipe Long Beach Tower #M5/T2), and P-19-192309 (Southern California Edison transmission line). However, due to the distance between these resources and the Project site, the Project would not impact these buildings. Historic plat maps for the area were also reviewed to determine the potential for historic archaeological sites to underlie the Project site. A review of the 1896 and 1942 maps indicated that, although the site was in a developed portion of the City during those time periods, there is no indication of historic structures or features at the location of the Project site.

The Artesia Parcels are heavily disturbed from its use as an oil sump and driving range, and prior to that usage the Project site would have been in the floodplain of the Los Angeles River with no accumulation of cultural deposits as a result of seasonal flooding. As such, there is extremely limited to no potential to encounter intact archaeological cultural deposits on the Project site during construction activities. Furthermore, most of the Artesia Parcels consists of Artificial Fill, which ranges from 6.5 to 27 feet (ft) below ground surface (bgs). Below the Artificial Fill is undisturbed younger Quaternary (from the surface in some areas and as deep as 10 ft bgs) and

older Quaternary soils, consisting of alluvium and Old Shallow Marine Deposits on Wave-Cut-Surface below the younger Quaternary (beginning at 10 ft bgs). Although historic or prehistoric artifacts are not expected in the older Quaternary soils, these soils should be considered sensitive for significant paleontological resources, as further discussed in Section VII, Geology and Soils.

Native American Heritage Commission Sacred Lands File Database

The NAHC conducted a sacred lands file search on February 28, 2020. The purpose of the search was to review the sacred lands file database regarding the possibility of Native American cultural resources and/or sacred places in the Project vicinity that are not documented in other databases. The results of the sacred lands file failed to identify any sacred places or objects with cultural value to a California Native American tribe on the Project site. However, the absence of specific site information in the sacred lands file database does not indicate the absence of cultural resources.

IMPACT ANALYSIS

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact.

Artesia Parcels and McDonald Trust Parcels

Based on the literature review, the Project site is not listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interest lists. Additionally, the Project site is not included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. The results of the SCCIC records search confirms there are no cultural resources located within the Project site. However, three resources are located within ½-mile of the Project site. None of the three resources are located at the Project site. These resources include P-19-179268 (Jennie A. Reeve House), P-19-189246 (Light Hipe Long Beach Tower #M5/T2), and P-19-192309 (Southern California Edison transmission line). However, due to the distance between these resources and the Project site, the Project would not impact these buildings. Historic plat maps for the area were also reviewed to determine the potential for historic archaeological sites to underlie the Project site. A review of the 1896 and 1942 maps indicated that, although the site was in a developed portion of the City during those time periods, there is no indication of historic structures or features at the location of the Project site. The review of archival material about the history of the built-environment resources did not identify any historic structures or potential historic structures within the Project site. Therefore, the Project would not result in a significant adverse impact to any identified or eligible historical resources. The Project will not cause any direct or indirect impacts to historic resources. No mitigation is required.

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

Less than Significant with Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

No archaeological resources were observed during the surveys conducted for the Artesia Parcels and the McDonald Trust Parcels. The records search/literature review conducted for the Project revealed that 8 cultural resources studies have been conducted within ½-mile of the Project site.

While several of the studies occurred within proximity to the Project, none of the studies occurred within the Project site.

The records search/literature review also identified three historic-era archaeological sites within ½-mile of the Project site. Of these, none are recorded on the Project site. These resources include P-19-179268 (Jennie A. Reeve House), P-19-189246 (Light Hipe Long Beach Tower #M5/T2), and P-19-192309 (Southern California Edison transmission line). However, due to the distance between these resources and the Project site, the Project would not impact these resources. As such, the Project would not cause a substantial adverse change in the significance of an archaeological resource, as defined in §15064.5 of the CEQA Guidelines. However, there is a potential for archaeological resources to be uncovered during grading activities, thus resulting in a potentially significant impact. Therefore, with implementation of Mitigation Measure CULT-1 requiring that any resources that are inadvertently uncovered during grading be evaluated by a qualified Archaeologist to determine their significance and the need to protect in place; salvage and preserve; or other measure(s) to reduce impacts to important cultural resources, potential impacts to archaeological resources would be reduced to less than significant levels.

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

Less than Significant.

Artesia Parcels and McDonald Trust Parcels

Due to the level of past disturbance on the Project site, it is not anticipated that human remains, including those interred outside formal cemeteries, would be encountered during grading activities at the Project site. If human remains are found, the remains would require proper treatment, in accordance with the California Health and Safety Code Section 7050.5. Sections 7050.5–7055 of the California Health and Safety Code describe the general provisions for the handling of human remains. Specifically, Section 7050.5 describes the protocols to be followed if human remains are accidentally discovered during ground disturbance or excavation. If human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified; the remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. In addition, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would have to be implemented. If the Coroner, with the aid of a qualified Archaeologist, determines that the remains are prehistoric, the Coroner will contact the NAHC. The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains.

With adherence to State law which details the appropriate actions necessary in the event human remains are encountered, potential impacts on human remains would be less than significant.

The owner and project proponent of the Artesia Parcels will be responsible for implementing the following mitigation measure only on the Artesia Parcels. The owner and project proponent of the McDonald Trust Parcels will be responsible for implementing this mitigation measure only on the McDonald Trust Parcels.

MITIGATION PROGRAM

MM CULT-1 In the event that cultural (archaeological) resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The

Project Applicant/Developer shall retain a qualified professional archaeologist, subject to approval by the lead agency, to evaluate the significance of the find and determine an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

VI. ENERGY

Information in this Section is based on data from the CalEEMod version 2016.3.2 computer program (CAPCOA 2016) and CARB's EMissions FACtor 2017 (EMFAC 2017) model. Energy data is located in Appendix E of this IS/MND.

IMPACT ANALYSIS

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.

Artesia Parcels and McDonald Trust Parcels

Project Construction

Project construction would require the use of construction equipment for excavation, building, and paving activities; all off-road construction equipment is assumed to use diesel fuel. Construction also includes the vehicles of construction workers and vendors traveling to and from the Project site. Off-road construction equipment use was calculated from the equipment data (i.e., mix, hours per day, horsepower, load factor, days per phase) provided in the CalEEMod 2016.3.2 construction output files included in Appendix B of this IS/MND. The total horsepower hours for the Project was then multiplied by fuel usage estimates per hours of construction activities included in the OFFROAD Model.

Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding miles per gallon factor using CARB's EMissions FACtor 2017 (EMFAC 2017) model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks.

TABLE 14
ENERGY USE DURING CONSTRUCTION

Source	Gasoline Fuel (gallons)	Diesel Fuel (gallons)
Artesia Parcels		
Off-road Construction Equipment	0	17,332
Worker commute trips	34,660	124
Vendor trips	7,100	91
On-road haul trips	7	4,915
Total	41,766	22,463
McDonald Trust Parcels		
Off-road Construction Equipment	0	5,501
Worker commute trips	12,671	51
Vendor trips	2,670	38
On-road haul trips	1	953
Total	15,343	6,542
Total Both Parcels	**57,109**	**29,005**
See Appendix E for Energy data. Data based on CalEEMod 2016.3.2 (Appendix B), OFFROAD, and EMFAC2014 programs.		

At least 65 percent of non-hazardous construction and demolition debris would be recycled or salvaged for reuse in accordance with CALGreen Section 5.408 and City of Long Beach Municipal Code Chapter 18.67, *Construction and Demolition Recycling Program*.

Fuel energy consumed during construction would be temporary in nature and would not occur after completion of construction activities. It would also not represent a significant demand on energy resources. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Operation

Project operations would result in energy consumption related to electricity, natural gas, water, solid waste, and transportation. In addition, potential energy impacts of the Project are evaluated with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The regulations, plans, and policies adopted for the purpose of maximizing energy efficiency that are directly applicable to the Project include (1) California's Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings, (2) the CALGreen Code, and (3) the City of Long Beach Sustainable City Action Plan (SCAP). The Climate Action and Adaptation Plan, if adopted will replace the Sustainable City Action Plan, which was issued in 2010.

Development of the Project site would comply with the 2019 Building Energy Efficiency Standards, the 2019 CALGreen code, and the City of Long Beach SCAP. Most self-storage units would be unoccupied by people and would have energy efficient lights and lighting controls. Thus, the proposed self-storage use would result in energy efficiency. Operational energy use by the proposed self-storage facility and car wash are specified below in Table 15. These energy estimates are considered conservative because they are based on the 2016 California Energy Efficiency Standards.

The proposed warehouse building would be constructed to enable placement of solar panels atop the roof; the Project does not include installation of solar panels. Operational energy use by the proposed warehouse building is quantified below in Table 15.

Transportation energy use would be associated with daily trips associated with the Project. Based on data obtained from CalEEMod (refer to Appendix E), the Project would generate 1.62 million annual VMT. The gasoline and diesel consumption rates were calculated using estimated miles per gallon factors based on data from CARB's Emissions Factors (EMFAC 2017) model that provides average vehicle emissions rates for the SoCAB in California. It is estimated that Project-generated traffic would use 11,119gallons of diesel fuel and 57,993 gallons of gasoline per year (see Table 15). Transportation fuels consumption would steadily decline with increases to the Corporate Average Fuel Efficiency Standards as well as the phase-out of older, more fuel consumptive vehicles.

Development of the Artesia Parcels would include one electric vehicle charging station and one bike rack with two spaces. Development of the McDonald Trust Parcels would include a minimum of four electric vehicle charging stations and at least 25 percent of the total parking spaces, or 20 spaces, would be electric vehicle (EV) spaces capable of supporting future charging stations. The Project is also required to comply with Chapter 21.64 of the City's Municipal Code which governs transportation demand and trip reduction measures. This Ordinance requires nonresidential development to implement measures that encourages and provides alternatives to single-occupancy vehicle transportation options.

Operation of facilities proposed on the Project site would not result in wasteful, inefficient, or unnecessary energy consumption. Project design, construction, and operation would comply with California Building Energy Efficiency Standards, CALGreen code, and the City of Long Beach SCAP. There are no unusual characteristics of the existing Project site or either component of the Project that would cause greater energy consumption than a comparable project elsewhere in the State. Impacts would thus be less than significant, and no mitigation is required.

TABLE 15
ENERGY USE DURING OPERATIONS

Land Use	Gasoline (Gallons/yr)	Diesel (Gallons/yr)	Natural Gas (kBtu/yr)	Electricity (kWh/yr)
Artesia Parcels	37,836	7,196	11,863	167,694
McDonald Trust Parcels	20,157	3,923	57,596	2,563,378
Total	**57,993**	**11,119**	**69,459**	**2,731,072**
yr: year; kBtu: kilo-British thermal unit; kWh: kilowatt hour.				

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

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

State

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the CCR) were established in 1978 in response to a legislative mandate to reduce California's

energy consumption. The current 2019 Standards, effective January 1, 2020, are projected to result in a 30 percent improvement in energy efficiency for nonresidential buildings over the 2016 standards (CEC 2020).

The 2019 California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for retail, office, public schools and hospitals) throughout California (CBSC 2016). The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality (CBSC 2016). In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

The CALGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others.

The Project would comply with the 2019 Building Energy Efficiency Standards and the 2019 CALGreen Code.

City of Long Beach

Municipal Code

The State Energy Efficiency Standards and CALGreen are adopted by the City of Long Beach in Title 18, *Long Beach Building Standards Code*, of the Long Beach Municipal Code. Chapter 21.64 - Transportation Demand and Trip Reduction Measures of the Municipal Code requires implementation of measures that reduces single-occupancy vehicle usage.

Sustainable City Action Plan

The City of Long Beach adopted its SCAP in 2010. The following SCAP goals and actions address energy efficiency and conservation in the Long Beach community (other goals and actions address energy relating to City facilities and operations and are omitted here, as they are irrelevant to the Project):

Goals:

- Reduce community electricity use by 15% by 2020
- Reduce community natural gas use by 10 % by 2020

- Facilitate the development of at least 8 Megawatts of solar energy within the community (private rooftops) by 2020

Actions:

1. Participate in the Southern California Edison's (SCE) Energy Leader Partnership for community outreach
2. Encourage the community to participate in energy efficiency and conservation programs from the Long Beach Gas and Oil Department (LBGO) and SCE and provide energy efficiency education and resources to the community
3. Target specific high electricity use industries for energy efficiency programs
4. Encourage the use of energy efficient products including efficient lighting, energy monitoring systems, cool and green roofs, insulation and efficient HVAC systems
5. Encourage the community to invest in efficient building practices, energy retrofits, weatherization, and renewable energy systems for homes and businesses
6. Require that private development projects incorporate Green Building Requirements for Private Development and encourage development projects to exceed Title 24 standards
7. Support incentives and rebates for electric and solar thermal installations for residents and businesses

The Project would achieve the SCAP goals of achieving a reduction of electricity and natural gas use through compliance with the 2019 Building Energy Efficiency Standards and 2019 GALGreen. The Building Energy Efficiency Standards and CALGreen are each updated on three-year cycles. Each triennial edition of the Building Energy Efficiency Standards improves on the energy efficiency of the previous edition (e.g., the 30 percent improvement for commercial buildings between the 2016 and 2019 codes). The CALGreen likewise improves in energy efficiency between each successive edition. Thus, compliance with the 2019 Building Energy Efficiency Standards and CALGreen would thus achieve far greater reductions in electricity and natural gas use compared to 2010 conditions than the goals set forth in the SCAP. Project development would comply with the latest State of California energy efficiency standards related to building energy use and the provision of electric vehicle charging stations. The Project is also required to comply with Chapter 21.64 of the City's Municipal Code which implements transportation demand and trip reduction measures. Compliance with City and State requirements would result in consistency with State and local plans related to energy conservation and energy efficiency. Impacts would thus be less than significant. No mitigation is required.

MITIGATION PROGRAM

There would be no significant impacts and no mitigation is required.

VII. GEOLOGY AND SOILS

The information in this Section is based on the *Geotechnical Exploration, Proposed Self-Storage Facility, 3701 North Pacific Place, Long Beach, California* prepared by Carl Kim Geotechnical, Inc, dated November 14, 2019 (included as Appendix F1); the *Paleontological Resources Technical Letter Report for the Self-Storage/RV Parking at 3701 Pacific Place, Long Beach, Los Angeles County, California (LSA Project No. ISP2003)* completed by LSA on April 2, 2020 (Appendix F2); and the *Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project, Long Beach, Los Angeles County, California* completed by Psomas on July 23, 2020 (Appendix D3).

IMPACT ANALYSIS

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.

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Cherry Hill Fault passes immediately east of the Metro A Line tracks just northeast of both the Artesia parcels and the McDonald Trust parcels. The Cherry Hill Fault is part of the larger Newport-Inglewood Fault Zone, which is considered active. Active faults generally are those showing evidence of surface displacement within the last 11,000 years. The Newport-Inglewood Fault Zone is also known to be the source of the Long Beach Earthquake of 1933; the epicenter of that earthquake was near Huntington Beach (SCEDC 2020). Portions of the Artesia Parcels and the McDonald Trust Parcels are within an Alquist-Priolo Earthquake Fault Zone (see Exhibit 12, Seismic Hazards). A limited fault investigation, performed as part of the Geotechnical Exploration for the Artesia Parcels, involved a review of literature and aerial photographs; and a transect consisting of eight cone penetrometer tests (CPT) and three cored hollow-stem-auger borings within the Artesia Parcels site and extending more than 50 feet northeast of the building site toward the Cherry Hill Fault. The locations of the CPT tests and auger borings are shown on Exhibit 13, Geotechnical Map. No evidence of faulting was found within the building footprint (Kim 2019). No fault setback is required, and surface rupture of an active fault is unlikely to affect the Project site. Impacts would thus be less than significant, and no mitigation would be required.

ii) Strong seismic ground shaking?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project region is seismically active. Active faults in the region include the Newport-Inglewood Fault Zone including the Cherry Hill Fault; and the Palos Verdes Fault that passes approximately 6.5 miles southwest of the Project site. Strong earthquakes are likely in the project region within the design lifetimes of the proposed buildings. The geotechnical exploration report prepared for

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Seismic Hazards

Exhibit 12

Pacific Place Project

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Feet

PSOMAS

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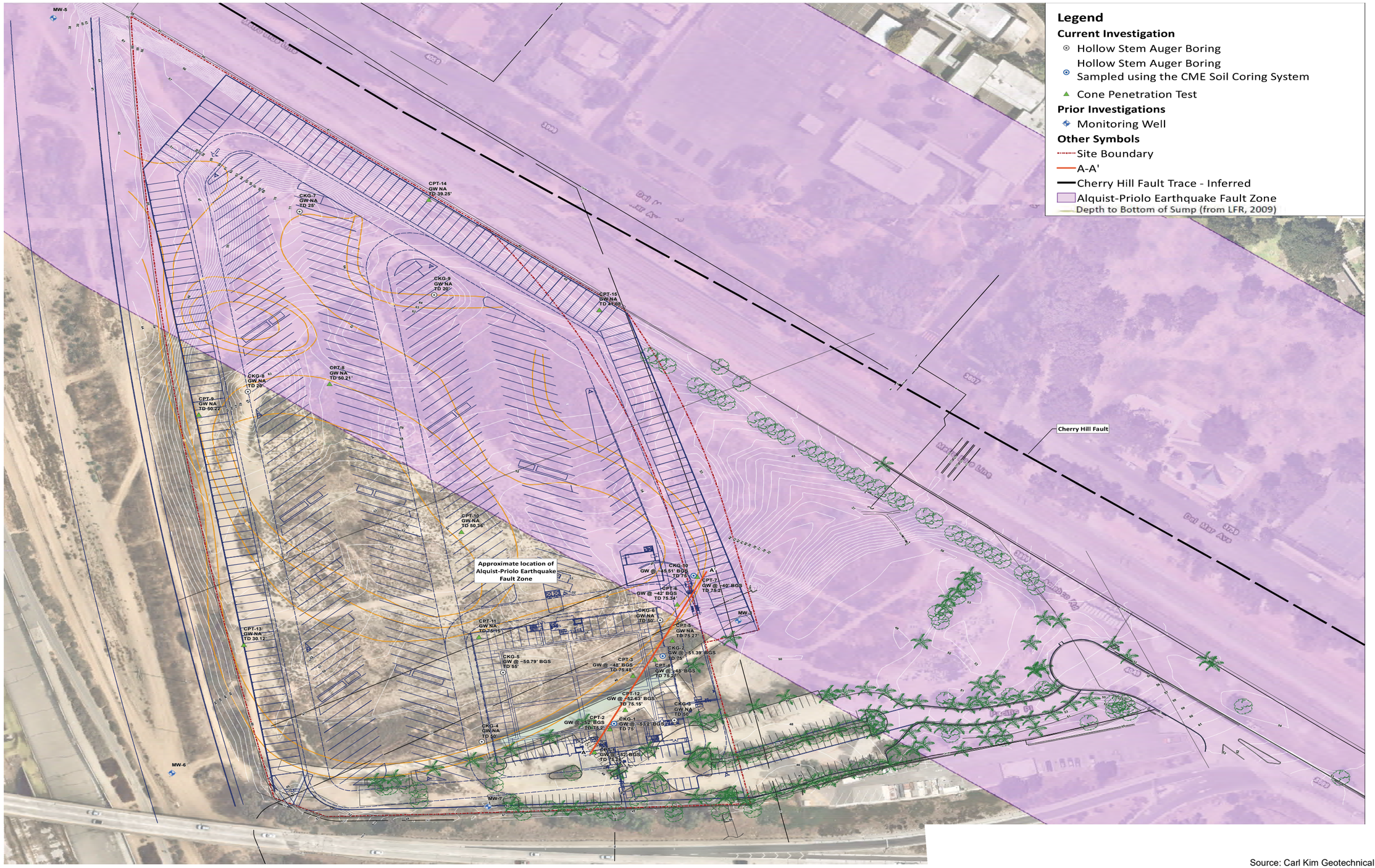

Source: Carl Kim Geotechnical Inc. 2019

Artesia Parcels: Geotechnical Map

Exhibit 13

Pacific Place Project

PSOMAS

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the Artesia Parcels calculated seismic design coefficients for use in Project design pursuant to the 2016 California Building Code (CBC; California Code of Regulations Title 24 Part 2). The peak ground acceleration onsite with an estimated average return period of 2,475 years is 0.63g where g is the acceleration of gravity. Ground acceleration of 0.63g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale, a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (Kim 2019). Due to the proximity to the Artesia Parcels, peak ground acceleration is expected to be substantially similar for the McDonald Trust Parcels.

The Project would be designed and constructed in accordance with the recommendations of the geotechnical exploration report and CBC seismic safety requirements. Therefore, project development would not cause substantial risks arising from strong ground shaking, and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact with Mitigation Incorporated.

Artesia Parcels

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. Nearly all of the Artesia parcels, including the site of the proposed self-storage building, are in a Zone of Required Investigation for Liquefaction mapped by the California Geological Survey (Kim 2019; CGS 2018).

A liquefaction analysis conducted as part of the geotechnical exploration determined that liquefaction potential is generally limited to isolated, non-continuous zones. The overall liquefaction potential for the site is deemed low (Kim 2019). The Project would be designed and constructed in accordance with the recommendations of the geotechnical exploration report and CBC seismic safety requirements. Therefore, project development on the Artesia Parcels would not cause substantial risks related to liquefaction, and impacts would be less than significant.

McDonald Trust Parcels

Approximately the northern half of the McDonald Trust parcels, including part of the site of the proposed warehouse building, is in a Zone of Required Investigation for Liquefaction mapped by the California Geological Survey (Kim 2019; CGS 2018). Development of the McDonald Trust has the potential to subject people and structures to hazards from seismic ground failure such as liquefaction. This impact would be potentially significant. A geotechnical investigation report, required as Mitigation Measure GEO-1, must be prepared for proposed development on the McDonald Trust parcels before the City of Long Beach would issue a grading permit for such development. The Project would be designed and built in compliance with recommendations of the geotechnical exploration report to be prepared pursuant to Mitigation Measure GEO-1. Thus, potential impacts related to liquefaction would be less than significant with the implementation of Mitigation Measure GEO-1.

iv) Landslides?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The southern portion of the Project site, including the southeastern part of the Artesia parcels and the southwestern part of the McDonald Trust parcels, is in a zone of required investigation for earthquake-induced landslides (CGS 2018). The affected area appears to be a small area where a slope ascends southward offsite toward the 710/405 interchange. Based on the relatively gentle topography of the site and surrounding areas, the potential for seismically-induced slope instability is considered low provided slopes are not over-steepened (Kim 2019). Impacts would thus be less than significant, and no mitigation is required.

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

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The largest source of erosion and topsoil loss is uncontrolled drainage during construction. As discussed in more detail in Section IX, Hydrology and Water Quality, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into "waters of the U.S.". Construction activities shall be conducted in compliance with the statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2012-0006-DWQ, NPDES No. CAS000002), adopted by the State Water Resources Control Board (SWRCB) on July 17, 2012. In compliance with the NPDES permit, erosion potential during construction of the proposed Project would be managed with Best Management Practices (BMPs) implemented on the Project site as part of a Storm Water Pollution Prevention Plan (SWPPP) during construction activities in accordance with NPDES requirements. Implementation of the BMPs would ensure that construction-related erosion impacts 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact with Mitigation Incorporated.

Artesia Parcels

The potential for landslides on and next to the Artesia parcels is considered low. Project development would not exacerbate existing landslide hazards, and impacts would be less than significant. No mitigation is required.

For lateral spreading or flow failure to occur, a continuous, laterally unconstrained liquefiable zone must be free to move along gently sloping ground toward an unconfined area. Due to the presence of low-lying areas west and east of the Artesia parcels, the potential for lateral spreading flow failure is considered potentially significant. Implementation of Mitigation Measure GEO-2 requiring an assessment of the magnitude of lateral displacement that could occur onsite and implementation of all subsequent recommendations would reduce impacts to less than significant.

The Artesia parcels are not within an area of known significant subsidence associated with groundwater or petroleum withdrawal, peat oxidation, or hydro-compaction. The sludges and wet, uncompacted sump materials at the site will continue to densify over time and induce localized subsidence and settlement. Based on the proposed grading of the site, which includes up to 10 feet of additional fill over some areas, over 12 inches of ground surface settlement may occur

(Kim 2019). Implementation of grading recommendations in the geotechnical investigation report would reduce hazards from localized settlement. Impacts would be less than significant, and no mitigation is required.

Collapsible soils shrink upon being wetted and/or being subject to a load. Subsurface soil investigation consisted of seven hollow-stem augur borings, to depths of between 50 and 75 feet bgs, and seven CPT tests; in addition to the three augur borings and eight CPT tests conducted for the fault investigation. The following materials were identified: Artificial Fill, Sump Material, Quaternary Alluvium, and Lakewood Formation.

The geotechnical investigation determined that the existing undocumented fill and sump materials would continue to settle due to their consistency and are thus unsuitable for support of foundations and floor slab for the proposed building. However, the Project would be designed and built in compliance with recommendations of the geotechnical exploration report and with CBC requirements which would remediate onsite soils and reduce any potential impacts related to collapsible soils. Therefore, impacts would be less than significant and no mitigation is required.

McDonald Trust Parcels

Due to the proximity to the Artesia Parcels, it is likely that soils unsuitable for supporting the proposed warehouse building, due to liquefaction, subsidence, and/or collapsibility are present on the McDonald Trust parcels. Thus, development of the McDonald Trust parcels could expose people and structures to substantial hazards from unstable soils. This impact would be potentially significant. This impact would be potentially significant. A geotechnical investigation report, required as Mitigation Measure GEO-1, must be prepared for proposed development on the McDonald Trust parcels before the City of Long Beach would issue a grading permit for such development. The Project would be designed and built in compliance with recommendations of the geotechnical exploration report to be prepared pursuant to Mitigation Measure GEO-1, thus reducing potential impacts related to the presence of unstable soils to less than significant. No mitigation is required.

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

Less Than Significant Impact with Mitigation Incorporated.

Artesia Parcels

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs- on-grade could result. Tests of expansion potential on subsurface soil samples of the Artesia Parcels yielded expansion potential ranging from low to high, representing a potential significant impact.

The geotechnical exploration report recommends that clay soils be over excavated to permit placement of at least two feet of relatively non-expansive soils beneath all concrete slabs and walks. The Project elements proposed for the Artesia Parcels would be designed and constructed in accordance with the recommendations of the geotechnical exploration report and CBC seismic safety requirements which would remediate onsite soils and eliminate any potential impacts related to expansive soils. Therefore, impacts would be less than significant. No mitigation measures are required.

McDonald Trust Parcels

Due to the proximity to the Artesia Parcels which have an expansion potential ranging from low to high, it is assumed that expansive soils may also be present on the McDonald Trust parcels. Thus, development of the McDonald Trust parcels could expose people and structures to substantial hazards from expansive soils. Although the Project would be designed and constructed in accordance with all CBC seismic safety requirements, this impact would be potentially significant. A geotechnical investigation report, required as Mitigation Measure GEO-1, must be prepared for proposed development on the McDonald Trust parcels before the City of Long Beach would issue a grading permit for such development. The Project would be designed and built in compliance with recommendations of the geotechnical exploration report to be prepared pursuant to Mitigation Measure GEO-1, thus reducing potential impacts related to expansive soils to less than significant. No mitigation is required.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

The Project would not involve the use of septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated.

Artesia and McDonald Trust Parcels

A significant paleontological impact would occur if grading or excavation activities associated with the Project disturb paleontological resources. The Project site consists of Artificial Fill, which ranges from 6.5 to 27 ft bgs. Below the Artificial Fill is undisturbed younger Quaternary (from the surface in some areas and as deep as 10 ft bgs) and older Quaternary soils, consisting of alluvium and Old Shallow Marine Deposits on Wave-Cut-Surface below the younger Quaternary (beginning at 10 ft bgs). The surficial Quaternary alluvial deposits are not likely to contain significant vertebrate fossils; however, deeper excavations within the Quaternary alluvium at the Project site may encounter significant fossils. The older Quaternary soils should be considered sensitive for significant paleontological resources (Psomas 2020a).

There are no known paleontological resources located on the Project site. A records search by the LACM in addition to online records searches identified seven paleontological resource localities in geological formations near the Project, but none of these resources are located within the Project boundaries. There were no fossil localities found during the LACM records search that lie within the Project site, although many have been recorded nearby from older Quaternary sediments. As such, undiscovered intact paleontological resources may be present below the surface in native sediments (Psomas 2020a). These potential effects may be mitigated to a less than significant level with the implementation of Mitigation Measure GEO-3, which requires paleontological monitoring when excavating in native sediment. Any resources that are inadvertently uncovered during construction shall be evaluated by a qualified paleontologist to determine their significance and the need to salvage and preserve to reduce impacts to important

paleontological resources. Compliance with Mitigation Measure GEO-3 would ensure that impacts would be less than significant.

The owner and project proponent of the Artesia Parcels will be responsible for implementing Mitigation Measures GEO-2 and GEO-3 only on the Artesia Parcels. The owner and project proponent of the McDonald Trust Parcels will be solely responsible for implementing Mitigation Measure GEO-1 and will be responsible for implementing Mitigation Measures GEO-2 and GEO-3 only on the McDonald Trust Parcels.

MITIGATION PROGRAM

GEO-1 The owner and project proponent of development of the McDonald Trust parcels shall be solely responsible for implementing this Mitigation Measure. Before issuance of a grading permit for proposed development of the McDonald Trust parcels, the City of Long Beach or the future Project applicant shall have a geotechnical investigation report (Investigation) conducted for the McDonald Trust parcels. The Investigation shall include sampling and testing of subsurface soil samples; a determination of suitability of site soils for supporting the proposed structure and other improvements; recommendations for grading, site preparation, and foundation design based on identified properties of subsurface site soils; a fault investigation including subsurface investigation in conformance with the Alquist-Priolo Earthquake Fault Zoning Act; a liquefaction analysis conforming with the Seismic Hazards Zoning Act; and analyses addressing other geologic hazards per the standard of care for a geotechnical investigation (e.g., expansive soils). The Investigation report shall be sign-stamped by a California professional geologist or registered geotechnical engineer.

GEO-2 After grading details are finalized and topographic information is available for the subject low-lying areas abutting the Artesia parcels, and before issuance of a grading permit by the City of Long Beach, the Project geotechnical engineer shall verify the magnitude of lateral displacement that could occur onsite. The geotechnical engineer shall prepare an addendum to the geotechnical investigation report for the Artesia parcels including any recommendations needed to minimize hazards from lateral displacement; and submit the addendum to City of Long Beach Development Services for review.

GEO-3 Prior to the issuance of any grading permit, the Project Applicant/Developer shall provide written evidence to the City of Long Beach that a qualified Paleontologist has been retained to observe grading activities and to salvage and catalog fossils as necessary. The Paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the Project Applicant/Developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the Paleontologist shall determine appropriate actions to ensure proper exploration and/or salvage.

Upon completion of grading and excavation activities, the paleontologist shall submit a monitoring report to the City. The report shall include the period of inspection; a catalog and analysis of the fossils found; and the present repository of the fossils.

The Project Applicant/Developer shall be responsible for making arrangements for the preparation of excavated material to the point of identification. In addition, the Project Applicant/Developer shall offer excavated finds for curatorial purposes to the City of Long Beach on a first refusal basis. The Project Applicant/Developer shall also be responsible for paying curatorial fees. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by the City.

VIII. GREENHOUSE GASES

Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 computer program (CAPCOA 2016). Project-specific CalEEMod input and output data is located in Appendix B of this document.

Environmental Setting

Climate change refers to any significant change in climate, such as the average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn increases the Earth's surface temperature. Some GHGs occur naturally and are emitted into the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion, in conjunction with other human activities, are associated with global warming (NASA 2010).

GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). General discussions on climate change often include water vapor, O_3, and aerosols in the GHG category. Water vapor and atmospheric O_3 are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by regulatory bodies, such as CARB, or climate change groups, such as The Climate Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, O_3, or aerosols is provided herein.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both its potency and lifespan in the atmosphere as compared to CO_2. For example, since CH_4 and N_2O are approximately 25 and 298 times more powerful than CO_2, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO_2 has a GWP of 1). Carbon dioxide equivalent (CO_2e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the emission rate of that gas to produce the CO_2e emissions.

Regulatory Setting

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce snowpack in the Sierra Nevada Mountains; could further exacerbate California's air quality problems; and could potentially cause a rise in sea levels. In an effort to avoid or reduce the impacts of climate change, Executive Order S-3-05 calls for a reduction in

GHG emissions to the year 2000 level by 2010; to year 1990 levels by 2020; and to 80 percent below 1990 levels by 2050.

AB 32, the California Global Warming Solutions Act of 2006 (*California Health and Safety Code* §38501), recognizes that California is the source of substantial amounts of GHG emissions. The statute states that:

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems; a reduction in the quality and supply of water to the state from the Sierra snowpack; a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences; damage to marine ecosystems and the natural environment; and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to avert these consequences, AB 32 establishes a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 16 percent from forecasted emission levels, with further reductions to follow. In an effort to help achieve this reduction, on November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, raising California's renewable energy goals to 33 percent by 2020.

California Executive Order B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and directed State agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels.

On September 8, 2016, the Governor signed Senate Bill 32 (SB 32) to codify the GHG reduction goals of EO B-30-15, requiring the State to reduce GHG emissions by 40 percent below 1990 levels by 2030 (Health and Safety Code Section 38566). This goal is expected to keep the State on track to meeting the goal set by EO S-3-05 of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32's findings state that CARB will "achieve the state's more stringent greenhouse gas emission reductions in a manner that benefits the state's most disadvantaged communities and is transparent and accountable to the public and the Legislature."

Title 24, Part 6, Energy Efficiency Standards. The Energy Efficiency Standards for Residential and Nonresidential Buildings (*California Code of Regulations* [CCR], Title 24, Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The current applicable standards are the 2019 Standards, effective January 1, 2020 (DGS 2020a). The California Energy Commissions states that nonresidential buildings built with the 2019 standards will use about 30 percent less energy due to energy efficiency measures versus those built under the 2016 standards due mainly to lighting upgrades. The new code will reduce greenhouse gas emissions by 700,000 metric tons over three years (CEC 2018). The requirements of the energy efficiency standards result in the reduction of natural gas and electricity consumption. Since natural gas use produces criteria pollutant emissions, a reduction in natural gas consumption results in a related reduction in air quality emissions.

Title 24, Part 11, Green Building Standards. The 2019 California Green Building Standards Code (CCR, Title 24, Part 11) is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California and became effective on January 1, 2020. The code is Part 11 of the California Building Standards Code in Title 24 of the *California Code of Regulations* and is also known as the CALGreen Code (DGS 2020b). The development of the CALGreen Code is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible,

cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. The CALGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more.

The City of Long Beach released its Climate Action and Adaptation Plan (CAAP) on May 31, 2019. The CAAP is intended to help reduce GHG emissions, prepare the community for the impacts of climate change, improve the quality of life, and enhance economic vitality in Long Beach. Long Beach strives to be a more sustainable and resilient city in the face of climate change impacts such as air pollution, extreme heat, drought, coastal storm surge, and sea level rise. As and when the City adopts it, the CAAP is intended to replace the Sustainable City Action Plan, which was issued in 2010. The CAAP provides a framework for creating or updating policies, programs, practices, and incentives for Long Beach residents and businesses to reduce the City's GHG footprint and ensure the community and physical assets are better protected from the impacts of climate change (Long Beach 2020). The CAAP will be used as the basis for future assessments of consistency with this plan in lieu of project-specific GHG CEQA analysis to entitle future projects. A project-specific environmental document that relies on this plan for its cumulative impact analysis would identify specific reduction measures applicable to the project and how the project incorporates the measures. If the measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures, project conditions of approval, or some other mechanism to ensure implementation (Long Beach 2019).

Significance Criteria

The City of Long Beach has not formally adopted a quantitative GHG emissions significance criterion to date. Beginning in April 2008, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 metric tons of CO_2 equivalent per year ($MTCO_2e/yr$) for projects where the SCAQMD is the lead agency (SCAQMD 2008). In September 2010, presented a revised tiered approach to determining GHG significance for residential and commercial projects (SCAQMD 2010). These proposals have not yet been considered by the SCAQMD Board.

At Tier 1, GHG emissions impacts would be less than significant if the project qualifies under a categorical or statutory CEQA exemption. At Tier 2, for projects that do not meet the Tier 1 criteria, the GHG emissions impact would be less than significant if the project is consistent with a previously adopted GHG reduction plan that meets specific requirements.[3] At Tier 3, the Working Group proposes extending the 10,000 $MTCO_2e/yr$ screening threshold currently applicable to industrial projects where the SCAQMD is the lead agency, described above, to other lead agency industrial projects. The Working Group also proposes the following Tier 3 screening values: either

[3] The plan must (a) quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area; (b) establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; (c) identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; (d) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level; (e) establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and (f) be adopted in a public process following environmental review (State CEQA Guidelines Section 15183.5).

(1) a single 3,000 $MTCO_2e$/yr threshold for all land use types or (2) separate thresholds of 3,500 $MTCO_2e$/yr for residential projects, 1,400 $MTCO_2e$/yr for commercial projects, and 3,000 $MTCO_2e$/yr for mixed-use projects. The screening thresholds are based on estimates that the threshold would capture 90 percent of the GHG emissions from residential and commercial projects. Therefore, a project with emissions less than the applicable screening value would be considered to have less than significant GHG emissions. Projects with emissions greater than the Tier 3 screening values would be analyzed at Tier 4 by one of the three methods. Projects with GHG emissions not meeting the Tier 4 targets would be required to provide mitigation in the form of real, quantifiable, and verifiable offsets to achieve the target thresholds. The offsets may be achieved through project design features, other onsite methods, or by offsite actions, such as energy efficiency upgrade of existing buildings.

In summary, to date, the SCAQMD Board has adopted an interim CEQA significance threshold for GHGs for industrial projects where the SCAQMD is the lead agency and continues to consider screening levels under CEQA for residential, commercial, and mixed-use projects. This proposed screening and mitigation proposal from SCAQMD remains a work in progress; the Working Group has not convened since fall 2010. The proposal has not been considered or approved for use by the SCAQMD Board. However, the interim draft significance thresholds are used for determination of potential GHG impacts because they represent the latest basis for GHG CEQA thresholds from the SCAQMD.

IMPACT ANALYSIS

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.

Proposed Project Greenhouse Gas Emissions – Construction

Construction activities associated with remediation and construction activities will result in emissions of GHGs. GHG emissions occurring during the construction phase are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated concurrently with air quality criteria pollutant emissions by using CalEEMod Version 2016.3.2. The results are output in $MTCO_2e$ for each year of construction.

GHG emissions generated from construction activities are finite and occur for a relatively short-term period of time. Unlike the numerous opportunities available to reduce a project's long-term GHG emissions through design features, operational restrictions, use of green-building materials, and other methods, GHG emissions-reduction measures for construction equipment are relatively limited. Therefore, SCAQMD staff members recommended that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008).

Artesia Parcels

The estimated construction GHG emissions for the Artesia parcels are shown in Table 16. As shown in Table 16, Estimated Annual Greenhouse Gas Emissions from Construction – Artesia Parcels, the 30-year amortized construction emissions would be 37 $MTCO_2e$/yr.

TABLE 16
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS
FROM CONSTRUCTION – ARTESIA PARCELS

Year	Emissions ($MTCO_2e$)
2020	103
2021	1,007
Total	**1,110**
Annual Emissions*	**37**

$MTCO_2e$: metric tons of carbon dioxide equivalent
* Combined total amortized over 30 years
Totals may not add up due to rounding
Source: CalEEMod data in Appendix B.

McDonald Trust Parcels

The estimated construction GHG emissions for the McDonald Trust parcels are shown in Table 17. As shown in Table 17, Estimated Annual Greenhouse Gas Emissions from Construction – McDonald Trust Parcels, the 30-year amortized construction emissions would be 17 $MTCO_2e$/yr.

TABLE 17
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS
FROM CONSTRUCTION – MCDONALD TRUST PARCELS

Year	Emissions ($MTCO_2e$)
2021	18
2022	488
2023	2
Total	**508**
Annual Emissions*	**17**

$MTCO_2e$: metric tons of carbon dioxide equivalent
* Combined total amortized over 30 years
Totals may not add up due to rounding
Source: CalEEMod data in Appendix B.

Proposed Project Greenhouse Gas Emissions – Operational/Total

Operational GHG emissions attributed to the Project include natural gas use; purchased electricity; the electricity embodied in water consumption; and the energy associated with solid waste disposal; as well as mobile sources. Operational GHG emissions were calculated concurrently with air quality criteria pollutant emissions by using CalEEMod Version 2016.3.2. CalEEMod incorporates mitigation measures based on the California Air Pollution Control Officers Association (CAPCOA) publication *Quantifying Greenhouse Gas Mitigation* Measures (CAPCOA 2010).

Artesia Parcels

The estimated operational GHG emissions for the Artesia parcels are shown in Table 18. As shown in Table 18, Estimated Operational Annual Greenhouse Gas Emissions – Artesia Parcels, the annual GHG emissions would be 694 $MTCO_2e$/yr. Mobile emissions are based on an estimated 1,042,753 VMT, as shown in Appendix B.

TABLE 18
ESTIMATED ANNUAL OPERATIONAL GREENHOUSE GAS EMISSIONS – ARTESIA PARCELS

Source	Emissions $MTCO_2e$/yr
Area sources	<1
Energy sources	168
Mobile sources	450
Solid waste	37
Water	2
Amortized construction emissions (Table 16)	37
Proposed Project Total	**694**

$MTCO_2e$/yr: metric tons of carbon dioxide per year.
Totals may not add up due to rounding
Note: Detailed calculations in Appendix B.

McDonald Trust Parcels

The estimated operational GHG emissions for the McDonald Trust parcels are shown in Table 19. As shown in Table 19, Estimated Operational Annual Greenhouse Gas Emissions – McDonald Trust Parcels, the annual GHG emissions would be 812 $MTCO_2e$/yr. Mobile emissions are based on an estimated 574,200 VMT, as shown in Appendix B.

TABLE 19
ESTIMATED ANNUAL OPERATIONAL GREENHOUSE GAS EMISSIONS – MCDONALD TRUST PARCELS

Source	Emissions $MTCO_2e$/yr
Area sources	<15
Energy sources	542
Mobile sources	233
Solid waste	18
Water	2
Amortized construction emissions (Table G-2	17
Proposed Project Total	**812**

$MTCO_2e$/yr: metric tons of carbon dioxide per year.
Totals may not add up due to rounding
Note: Detailed calculations in Appendix B.

Combined Emissions

Upon completion of development on the McDonald Trust Parcels, the GHG emissions would be as shown in Table 20.

TABLE 20
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS – TOTAL PROJECT

Source	Emissions $MTCO_2e/yr$
Artesia parcels (Table 18)	694
McDonald Trust parcels (Table 19)	812
Proposed Project Total	**1,506**
SCAQMD-recommend Tier 3 Threshold	**3,000**
Exceed Threshold?	**No**
$MTCO_2e/yr$: metric tons of carbon dioxide per year.	
Note: Detailed calculations in Appendix B.	

As shown in Table 20, the estimated annual operational GHG emissions for the Project, including amortized construction emissions, are 1,506 $MTCO_2e/yr$. The proposed Project GHG emissions would be less than the SCAQMD-recommended Tier 3 of 3,000 $MTCO_2e/yr$ threshold for all land use types. Thus, the direct and indirect GHG emissions of the Project would result in a less than significant impact.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

As discussed above, the principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or alternative planning strategy (APS) that will address land use allocation in that Metropolitan Planning Organization's Regional Transportation Plan (RTP). The principles of SB 375 are incorporated in SCAG's adopted 2016–2040 RTP/SCS. The proposed Project is neither a housing development project nor a transportation project that would increase population within the State or increase vehicle miles travelled (VMT). The Project would also not result in substantial amounts of GHG emissions from either the construction phase or from the operations phase.

The facilities on the Project site would be built in compliance with the 2019 California Building Code and the 2019 CALGreen Code, which are codes adopted for the purpose of reducing GHGs.

Although the Project would generate vehicle trips and VMT, it is reasonable to assume that many users of the Artesia parcels self-storage units would choose the Project facility because it is closer than currently used facilities. Thus, these users would reduce VMT compared to current practice. As shown in Table 20, the Project would result in emissions which are below the SCAQMD's draft

interim significance for GHGs. As such, GHG emissions generated by the Project are not considered to be substantial.

Therefore, the Project would not conflict with the goals established within the abovementioned plans, policies, or regulations adopted for the purpose of reducing GHG emissions. There would be no impact, and no mitigation measures are required.

MITIGATION PROGRAM

There would be no significant impacts and no mitigation is required.

IX. HAZARDS AND HAZARDOUS MATERIALS

The information in this Section is based on the following technical studies:

- *Phase I Environmental Site Assessment*, 3701 Pacific Place, Long Beach, California dated August 30, 2019 and prepared by Roux Associates, Inc (Roux 2019).
- *Final Site Assessment Plan and Report of Findings*, Long Beach Industrial Park Site (a.k.a. Former Oil Operators), 3701 North Pacific Place, Long Beach, California dated March 13, 2020, and prepared by Roux Associates, Inc (Roux 2020b).
- *Phase I Environmental Site Assessment Acceptance Letter for the Long Beach Industrial Park/Former Oil Operators Site* dated December 11, 2019 and prepared by the California Department of Toxic Substances Control (DTSC 2019).
- *Final Site Assessment Plan Acceptance Letter for the Long Beach Industrial Park/Former Oil Operators Site [Site Assessment Plan dated 2019, December 11]* dated March 12, 2020 and prepared by the California Department of Toxic Substances Control (DTSC 2020a).
- *Final Phase I Environmental Site Assessment, Ambeco Road, Long Beach, California* dated April 20, 2020 and prepared by Roux Associates, Inc (Roux 2020a).
- *Phase I ESA Acceptance Letter* dated April 29, 2020 and prepared by the California Department of Toxic Substances Control (DTSC 2020b).

Complete copies of these documents are included as Appendices H1, H2, H3, and H4, H5, and H6 of this IS, respectively.

IMPACT ANALYSIS

Would the Project:

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

and

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.

Artesia Parcels and McDonald Trust Parcels

Project construction activities would require the transport and use of standard construction equipment and materials, some of which may include a hazardous component such as transport and storage of fuels. These activities would be conducted in compliance with existing federal, State, and local regulations.

The specific type of warehousing use that would occupy the proposed warehouse building is unknown; however, both the warehouse and storage uses would restrict storage and transport of hazardous materials with the exception of common materials associated with vehicles and vehicle maintenance (i.e., fuel and oil). Further, the all onsite workers would be trained on containment and cleanup of small spills of hazardous materials, including gasoline or oil from vehicles, pursuant State guidelines contained in the Cal/OSHA Title 8 regulations. Additionally, in the event of a hazardous materials release of amount and/or toxicity that workers could not safely contain and clean up, the site operator or manager would contact Long Beach Environmental Health, the Certified Unified Program Agency for the City of Long Beach, immediately. Development of the proposed warehouse would not cause significant hazards through accidental release of hazardous materials, and impacts would be less than significant. No mitigation is required.

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.

Artesia Parcels and McDonald Trust Parcels

One school is within 0.25 mile of the Project site: Los Cerritos Elementary School at 515 West San Antonio Drive in the City of Long Beach. The Project would not emit hazardous emissions and the handling or storage of hazardous materials would be restricted to common materials associated with vehicles and vehicle maintenance (i.e., fuel and oil). Further, all remediation and construction-related activities on the sites would be subject to SCAQMD Rule 1466, requiring ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements. Therefore, the school occupants would not be exposed to substantial health risks. Impacts would be less than significant, and no mitigation is required.

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 Impact with Mitigation Incorporated

Artesia Parcels

The Artesia Parcels are not located on a site that is included on the DTSC Hazardous Waste and Substances List, or Cortese List; however, the Project site has undergone several assessments to evaluate the presence of hazardous materials. The assessments and subsequent remediation are discussed below.

Phase I Environmental Site Assessment (Parcels -019, -032, and -033)

Recognized Environmental Conditions

A Recognized Environmental Condition (REC) is the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The Phase I Environmental Site Assessment for the Artesia parcels identified the following RECs on that portion of the Project site.

- **Oil Sumps.** The site was formerly used as an oil brine water treatment facility beginning in 1926 for nearby and onsite oil development activities. Oil brine was pumped to evaporation and treatment ponds (sumps) on the site; the majority of the site was used as a treatment sump. Water was allowed to evaporate from the brine or seep into the subsurface below the sumps leaving behind a sludge. Following evaporation, the remaining sludge was left in the sumps or dumped elsewhere. Evaporation operations reportedly ceased at the site in the mid-1950s. No information was found indicating how the sumps were abandoned and whether fill was imported. Although numerous investigations and limited land farming activities have been conducted at the site, no large-scale remediation has been completed as of this report date. Petroleum hydrocarbon and metals (arsenic and lead) impacts have been identified across the site in soil in addition to limited semi-volatile organic compound (SVOC) impacts. In soil vapor, perchloroethylene (PCE), trichloroethylene (TCE), benzene, and methane were detected across the site.

- **Former Oil Wells.** According to DOGGR records, six oil wells were historically located onsite, and five of the six wells produced oil. The wells were reportedly drilled between 1937 and 1981. All six wells were abandoned between 1981 and 2014 conforming with DOGGR standards when they were abandoned.

- **Nearby Offsite Historical Oil Development.** The site vicinity, including adjoining properties, has been historically used for oil development activities including oil production wells, evaporation and treatment ponds (sumps), and ASTs. The oil development operations in the site vicinity are likely to have produced hydrocarbon impacts to the subsurface with the potential to migrate onsite and comingle with impacts originating onsite. Regional groundwater in the area has been degraded at least in part due to the historical oil development activities in the vicinity of the site. Total dissolved solids (TDS) impacts have been identified in the Gaspur aquifer, approximately 50 to 70 feet bgs, in the site vicinity (Roux 2019).

Other Environmental Features

The Phase I ESA identified several other environmental features (OEFs), that is, environmental conditions that do not meet the definition of an REC, but which still warranted mention in a comprehensive Phase I ESA, including commercial pesticide and herbicide use, pressurized oil pipelines, adjoining offsite railroad tracks, adjoining offsite interstate freeway, onsite and nearby transient activity, and unknown fill material (Roux 2019).

Adjoining Properties

Adjoining properties were identified on several databases searched as part of the Phase I ESA.

Oil Operators, Inc. (south) Facility – 712 – 714 West Baker Street

An Oil Operators, Inc. facility was present on the south side of the I-405 Freeway, approximately 500 feet to the south of the site and is listed on the Cleanup Program Site – Spills, Leaks, Investigations, and Cleanups (CPS-SLIC), ENVIROSTOR, California Hazardous Materials Reporting System (CHMIRS), CERS, SWEEPS UST, CA FID UST, EMI, Historical Underground Storage Tank (HIST UST), Superfund Enterprise Management System (SEMS)-ARCHIVE, and Underground Storage Tank (UST) databases. The CPS-SLIC, ENVIROSTOR, and California Environmental Reporting System (CERS) database listings refer to an open (site assessment) cleanup case. According to the Phase I ESA, it appears that the Oil Operators, Inc. (south) facility was once connected with the Oil Operators operations on the Project site. Onsite and offsite oilfield related activities have contributed to overall poor regional groundwater quality. The Oil Operators, Inc. (south) facility is considered to be addressed by the former oilfield operations RECs identified previously.

Caltrans Long Beach, West LA River #2

The Caltrans Long Beach, West LA River #2 facility adjoins the site to the north-northwest, across the Los Angeles River. The facility is listed on the Solid Waste Facilities/Landfill Facilities (SWF/LF) and CERS databases. The database listings refer to the facility as a closed solid waste disposal site. Considering the closed operational status and the Los Angeles River intervening between the facility and the site, it is considered unlikely that the former disposal operations at the Caltrans facility would have adversely impacted subsurface conditions at the site (Roux 2019).

Site Vicinity

The Phase I ESA identified six sites within one mile of the Project site where releases of hazardous materials occurred that could affect subsurface conditions at the Project site, including the BP Pipeline/Arco facility, Store for Less facility, Bixby Land Company facility, Raytheon Systems Company facility, Long Beach USD-Board Building facility, and the South Region High School #4 facility. However, according to the Phase I ESA, it is considered unlikely that the releases at these any of these sites would have adversely impacted subsurface conditions at the site (Roux 2019).

DTSC Acceptance

The DTSC issued an acceptance letter regarding the Phase I ESA on December 11, 2019, confirming that the Phase I ESA meets the requirements of eligibility for the California Land Reuse and Revitalization Act (CLRRA) agreement; the letter is included as Appendix G3 to this document (DTSC 2019).

Final Site Assessment Plan and Report of Findings

A Final Site Assessment completed in March 2020 included soil and soil vapor samples; testing; and a human health hazard assessment (Roux 2020b).

Soil samples were obtained from 41 borings at depths ranging from 0–17 feet bgs and soil vapor samples were obtained from 24 probes in 15 locations at depths from 3–10 feet bgs. Three borings were drilled to obtain groundwater samples, and a sample was obtained from one pre-existing boring onsite.

According to the Final Site Assessment, lead, arsenic and total petroleum hydrocarbon (TPH) concentrations in the soil samples exceeded their corresponding screening levels/action levels in

10 localized areas, shown as potential areas of elevated concentrations (AECs), on Exhibit 14, Artesia Parcels. Elevated concentrations of benzene and methane were detected in soil vapor at nine locations onsite. Project site groundwater conditions were identified as degraded from natural and human activities over time, but historic activities on the Project site are not likely to have been a major cause of groundwater degradation (Roux 2020b).

Additionally, the Final Site Assessment found that the estimated cancer risks fall within the acceptable range and the cumulative risk to a future industrial worker or current construction worker is within the acceptable cancer target range. The cumulative risk to a future industrial worker also does not exceed the acceptable non-cancer target risk threshold; however, the cumulative risk to a current construction worker exceeds the non-cancer target threshold. Although the non-cancer target risk estimates exceeded the target threshold for the construction worker scenario, none of the soil exposure point concentrations (EPCs) exceeded applicable Environmental Screening Levels (ESLs). Moreover, none of the COPCs associated with historical Site operations (e.g., TPH) contributed significantly to the non-cancer risk estimate (Roux 2020b).

The cumulative risk to a current construction worker exceeds the non-cancer target threshold. However, none of the soil exposure point concentrations (EPCs) exceeded applicable ESLs. Moreover, none of the COPCs associated with historical Site operations (e.g., TPH) contributed significantly to the non-cancer risk estimate. Human health hazard impacts to Project construction workers would be potentially significant. The Final Site Assessment Plan recommends implementation of Mitigation Measure HAZ-1, requiring preparation of a Response Plan under CLRRA (RP) for the Artesia Parcels that DTSC would review and approve and will outline mitigation measures, engineering controls, future O&M activities, and administrative controls to allow for commercial/industrial development of the Artesia Parcels. Implementation of Mitigation Measure HAZ-1 for the Artesia Parcels would reduce this impact to less than significant.

DTSC Acceptance

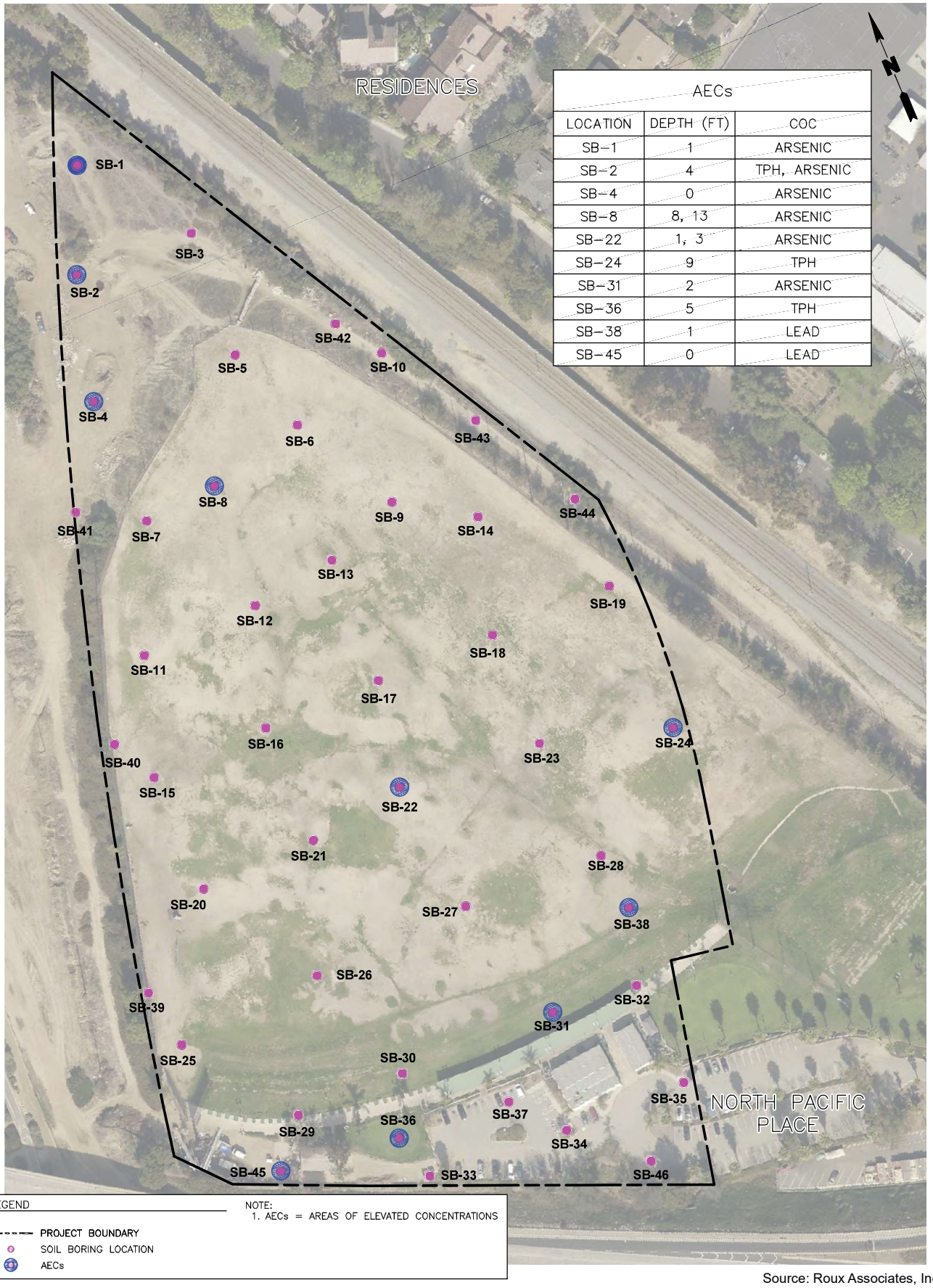
The DTSC issued an acceptance letter regarding the Final Site Assessment Plan on March 12, 2020 confirming that all comments were adequately address and approving the Final Site Assessment; the letter is included as Appendix G4 to this document (DTSC 2020a).

Phase I Environmental Site Assessment (Parcel -025)

A Phase I ESA was prepared for Parcel 7140-014-025 (Phase I ESA Parcel -025) on April 20, 2020 (Roux 2020a). The specified parcel, approximately 0.25 acre in area, is in the southeast corner of the Artesia parcels.

The Phase I ESA Parcel -025 identified one REC, a nearby offsite historical oil development which was also evaluated in the 2019 Phase I ESA prepared for the other 3 parcels (Roux 2020a). Five OEFs, identified either on the property or on adjacent parcels and that could affect Parcel -025, which are also consistent with the 2019 Phase I ESA including commercial pesticide and herbicide use, pressurized oil pipelines, adjoining offsite interstate freeway, onsite and nearby transient activity, and unknown fill material.

The regulatory database search conducted as part of the Phase I ESA for Parcel -025 did not identify hazardous materials sites on Parcel -025. Regulatory database listings were identified on adjoining properties (3701 and 4021 North Pacific Place), however, neither property involved any indication of hazardous materials release.



AECs		
LOCATION	DEPTH (FT)	COC
SB-1	1	ARSENIC
SB-2	4	TPH, ARSENIC
SB-4	0	ARSENIC
SB-8	8, 13	ARSENIC
SB-22	1, 3	ARSENIC
SB-24	9	TPH
SB-31	2	ARSENIC
SB-36	5	TPH
SB-38	1	LEAD
SB-45	0	LEAD

Source: Roux Associates, Inc. 2020

Artesia Parcels: Areas of Elevated Concentrations (AECs) in Soil Exhibit 14

Pacific Place Project

0 150 300 600 Feet

PSOMAS

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Future Required Actions

The Project will include response actions that address the Artesia Parcels' environmental conditions.

As discussed, numerous environmental investigations have been conducted by various environmental consultants at the 14-acre Artesia parcels and immediately offsite. Collectively, onsite investigations have included collection of soil samples from over 150 locations; soil vapor samples from over 50 locations; and multiple rounds of groundwater investigation. Investigations conducted by the applicant in 2019 and 2020 under DTSC oversight confirmed that all primary contaminants of potential concern (COPCs) are known and understood and the Site can be developed in a manner that's protective of human health and the environment.

As noted, an RP for the Artesia Parcels has been prepared and submitted to DTSC for review and approval. The RP proposes mitigation and administrative measures for the Artesia Parcels, as well as long-term Operation and Maintenance (O&M) activities that will reduce potential risks to future construction workers, future users of the site, and the general public. Prior to certifying the Site for redevelopment, DTSC will require the following under the RP:

- Excavation and consolidation of soils with localized exceedances of risk-based and other applicable thresholds for lead and arsenic;
- Preparation of a Soil Management Plan (SMP) to provide guidance concerning the proper monitoring, handling, segregation, stockpiling, dust control, testing, transport, and disposal of potentially impacted soils, which may be encountered during development activities;
- Design and construction of an engineered surface cap to prevent exposure to former oily sump materials and other COPCs at the site, as well as to prevent surface water infiltration;
- Vapor probes with design and construction of a gas containment system below the surface cap to capture, treat (as necessary), and vent any volatile COPCs that may accumulate beneath hardscaped surfaces, buildings, or other areas across the site and to prevent offsite migration of any such volatile COPCs;
- Vapor intrusion mitigation system below the future onsite building foundations, which will include a vapor barrier beneath the building slab with perforated piping and vent risers to allow ventilation of soil vapor from beneath the building to the atmosphere;
- Recording of a land use covenant (LUC) as an institutional control to require that any changes in conditions (i.e., modifications of building slabs, new construction, etc.) be communicated to the DTSC, and that mitigation measures and subsurface conditions be communicated to future buyers and occupants; and
- Preparation of an O&M Plan and O&M Agreement to facilitate inspection and maintenance of the mitigation systems and regular sampling of shallow monitoring soil vapor probes and groundwater monitoring wells until such time as soil vapor COPC concentrations can be shown to be below conservative threshold criteria and groundwater concentrations are confirmed to be consistent with historical and regional conditions.

The details of the items described above are presented to DTSC in the RP. DTSC will review and provide comments to the RP and once these are satisfactorily addressed, DTSC would release the RP for public review and comment for 30 days. After the public comment period ends and any public questions and concerns are addressed, DTSC would decide whether to make any further changes to the RP based on public comments and to approve the RP. A Remedial Design

Implementation Plan (RDIP) that provides the engineering details of the elements of the Final RP will be prepared and submitted to DTSC for review and approval. Once the RDIP is approved, the RDIP can be implemented by the applicant.

During grading and earthmoving activities, any potentially impacted soils handled per the protocols and procedures of the SMP will be reported and discussed with DTSC. Once construction begins, the engineer of record for the RDIP (or someone under their responsible charge) will be onsite for inspections during construction. After construction is completed, stamped as-builts will be prepared and submitted to DTSC, as part of a Remedial Action Completion Report (RACR). Upon completion of response actions under the RP, a request for a certificate of completion (Certificate) will be presented to DTSC for approval. DTSC will review the RACR and the request for the Certificate and upon approval will certify that the Site has met the conditions of the RP and RDIP. Former oil wells remaining on the Artesia parcels will be re-abandoned as approved by the California Geologic Energy Management Division in accordance with current regulatory standards.

The actions outlined above fall within Mitigation Measure HAZ-1 and would ensure that impacts related to hazardous materials would be remediated to the satisfaction of the DTSC. Therefore, impacts on the Artesia Parcels would be less than significant with implementation of this Mitigation Measure.

McDonald Trust Parcels

The McDonald Parcels are not located on a site that is included on the DTSC Hazardous Waste and Substances List, or Cortese List; however, the McDonald Trust parcels were historically part of the former Oil Operators facility and more recently, the former golf learning center. Three oil wells, identified in previous investigations and agency records, were historically operated on the McDonald Trust parcels. The wells were not observed during Site reconnaissance of the Artesia parcels. A particularly low drainage area was noted in the vicinity of one of the former wells. A drum labeled as “soil cuttings” on hold pending analysis from prior boring activities was noted in the asphalt-paved parking area located east of the site. The drum was observed to be in good condition; no secondary containment was observed; no staining in the vicinity of the drum was observed. Based on the nature of materials within the drum and the lack of staining or other indications of a release, the offsite drum was not identified as a significant environmental concern.

Due to the historical oil brine water treatment facility and oil production uses on the McDonald Trust parcels, contaminated soil and/or soil vapor may be present within those parcels, representing a potentially significant impact. Implementation of the following Mitigation Measures would reduce these impacts to a less than significant level. Prior to issuance of a certificate of occupancy for Project development on the McDonald Trust parcels, the applicant would be required to prepare a Phase I ESA (Mitigation Measure HAZ-2). If the Phase I ESA identifies recognized environmental conditions on or affecting the McDonald Trust parcels, the applicant would be required to prepare a Phase II Environmental Site Assessment (Mitigation Measure HAZ-3) to address soil and soil vapor sampling and testing and human health hazard assessment. If the Phase II ESA identifies contaminants in soil and/or soil vapor exceeding environmental screening levels for commercial use, the applicant would be required to prepare and implement a remedial action plan (RAP), a removal action workplan (RAW) or an RP for DTSC review and approval specifying site remediation, engineering controls, future O&M activities, and/or administrative controls to allow for commercial/industrial development of the Site (Mitigation Measure HAZ-4). Each of the documents associated with Mitigation Measures HAZ-2 through HAZ-4 would require regulatory agency review and the RP would require regulatory agency approval and would require verification of implementation in conformance with that agency’s requirements (for instance, a No Further Action determination by DTSC) as stated in Mitigation

Measure HAZ-5. Due to the proximity and general to and general similarities with the Artesia Parcels, which are subject to a RAP as detailed in the Project Description, this analysis assumes a similar manner of remediation would be implemented at the McDonald Trust Parcels, including but not limited to mass grading, soil management, installation of venting systems, construction of an engineered cap, construction of building protection systems, and installation of groundwater monitoring wells and perimeter soil vapor monitoring probes. Hazardous materials impacts affecting the McDonald Trust parcels would be less than significant after implementation of Mitigation Measures HAZ-2 through HAZ-5.

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.

Artesia Parcels and McDonald Trust Parcels

The Project site is not located within an adopted Airport Land Use Plan. The nearest airport is Long Beach Airport, located approximately two miles east of the Project site. The Project would be located outside the Long Beach Airport influence area and would not expose people to safety hazards related to airport operations. No impact would occur, and no mitigation is required.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

The City of Long Beach has prepared and adopted the City's Hazard Mitigation Plan (2017) for the protection of residents and properties (Long Beach 2017). I-405 and I-710 are designated disaster routes by the Los Angeles County Department of Public Works. Disaster routes are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment (LACPW 2020). Project development would not impede use of I-405 or I-710 as disaster routes. The Project site is at the north end of Pacific Place and all Project construction staging would be conducted onsite and would not block access to nearby properties via Pacific Place. Therefore, development of the Project would not interfere with the implementation of the City's Hazard Mitigation Plan. No impacts related to the adopted emergency response or evacuation plans would occur, and no mitigation is required.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is not in a Fire Hazard Severity Zone (FHSZ) mapped on the FHSZ Viewer maintained by the California Department of Forestry and Fire Protection (CAL FIRE 2020); and is not in a Wildland-Urban Interface area mapped by the US Forest Service (USFS 2020). The

Project site is in a developed area, although much of the site is bare land, and no substantial wildfire hazard exists onsite. Vacant land to the north is also sparsely vegetated and is surrounded by development and the Los Angeles River. Project development would involve construction of buildings and paved with landscaped areas, and thus development would not increase wildfire hazards onsite. Therefore, impacts related to wildfires would be less than significant, and no mitigation is required.

The owner and project proponent of the Artesia Parcels will be responsible for implementing Mitigation Measure HAZ-1 only for the Artesia Parcels. The owner and project proponent of the McDonald Trust Parcels will be responsible for implementing Mitigation Measures HAZ-2, HAZ-3 and HAZ-4 only for the McDonald Trust Parcels.

MITIGATION PROGRAM

HAZ-1 Before issuance of a issuance of a building permit by the City of Long Beach, the applicant for the Artesia parcels shall have a qualified environmental professional prepare an RP outlining site remediation, engineering controls, future operation and monitoring (O&M) activities, and administrative controls to allow for commercial/industrial development of the site. Engineering controls reduce exposures of hazardous materials to future occupants; examples are vapor barriers and sub-slab venting systems. Administrative controls restrict future land uses and activities onsite to limit exposures to future occupants; for instance, land use covenants prohibiting residential, school, and day care uses.

HAZ-2 Before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional conduct a Phase I Environmental Site Assessment of the McDonald Trust parcels in accordance with American Society for Testing and Materials (ASTM) E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and 40 Code of Federal Regulations (CFR) Part 312 Standards and Practices for All Appropriate Inquiries.

HAZ-3 If the Phase I ESA required under Mitigation Measure HAZ-2 identifies recognized environmental conditions on or affecting the McDonald Trust parcels, then, before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional conduct a Phase II Environmental Site Assessment consisting of soil and soil vapor sampling and testing; in addition to groundwater sampling and testing, if recommended by the Phase I ESA; and a human health hazard assessment.

HAZ-4 If the Phase II ESA identifies contaminants in soil and/or soil vapor exceeding environmental screening levels for commercial use, then, before issuance of a Certificate of Occupancy by the City of Long Beach, the Owner or Developer of the McDonald Trust Parcels shall have a qualified environmental professional prepare and implement a RAP, a RAW or an RP specifying site remediation, engineering controls, future operation and monitoring (O&M) activities, and/or administrative controls to allow for commercial/industrial development of the site. For each contaminant the Response Plan shall specify how some combination of hazardous materials remediation, engineering controls, operation and monitoring (O&M) activities, and/or administrative controls would reduce exposures to Project

construction workers and Project operational workers to below concentrations specified in regulatory action levels for each respective contaminant.

HAZ-5 The City shall not issue a Certificate of Occupancy for development on the McDonald Trust parcels until any regulatory agency involved has issued a document approving that the RAP, the RAW or the RP, as the case may be, has been implemented in conformance with that agency's requirements (for instance, a No Further Action determination by the Department of Toxic Substances Control).

X. HYDROLOGY AND WATER QUALITY

The information in this Section is based partly on the *Conceptual Improvement Plans, Artesia Pacific Self Storage, 3701 N. Pacific Place, Long Beach, CA 90806* prepared by Joseph C. Truxaw and Associates, Inc. dated March 6, 2020; a complete copy of these Plans is included as Appendix H to this document.

IMPACT ANALYSIS

Would the Project:

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

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

Short-Term Construction-Related Water Quality Impacts

Potential impacts of construction activities on water quality focus on sediments, turbidity, and pollutants associated with sediments. Construction-related activities that are primarily responsible for sediment releases are related to exposing soils to potential mobilization by rainfall, runoff, and wind. These activities include grading and other earth-disturbance activities. Non-sediment-related pollutants that are also of concern during construction include waste construction materials and chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment. Construction impacts from implementation of the Project would be minimized through compliance with the Statewide General Construction Permit. This permit requires the development and implementation of a SWPPP for the proposed Project site, which must include erosion- and sediment-control BMPs that meet or exceed measures required by the NPDES Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A SWPPP would be developed, as required by and in compliance with, the NPDES Construction General Permit. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The NPDES Construction General Permit requires the SWPPP to include BMPs to be selected and implemented based on the phase of construction and weather conditions. BMPs can be divided into two categories— structural and non-structural BMPs. Structural BMPs include silt fences, sedimentation ponds, erosion control blankets, and temporary or permanent seeding, while non-structural BMPs include picking up trash and debris, sweeping up nearby sidewalks and streets, maintaining equipment, and training site staff on erosion and sediment control practices. The term BMPs is used broadly and includes both structural and non-structural controls and practices.

The SWPPP would be designed and implemented to address site-specific conditions related to Project construction. The SWPPP would identify and describe the sources of sediment and other pollutants that may affect the quality of storm water discharges; it would also ensure the implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm water discharges.

Compliance with the NPDES Construction General Permit and the preparation of a SWPPP would ensure that any impacts to downstream waters resulting from construction activities on the Project site would be less than significant. Erosion-control and treatment-control BMPs would be implemented per NPDES requirements.

In addition to the requirements of the NPDES General Construction Permit, all areas of exposed soils would be re-vegetated and/or watered to reduce erosion.

Furthermore, the Project would comply with the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges from The City of Long Beach (Order No. R4-2014-0024, NPDES No. CAS004003) (RWQCB 2014) and Order No. R4-2014-0024-A01, amending Order No. R4-2014-0024, NPDES No. CAS004003 (RWQCB 2016), including provisions requiring notification, testing, and reporting of dewatering and testing-related discharges, which would mitigate any impacts of such discharges. As such, the project would comply with applicable local, State, and federal regulations. No significant short-term construction water quality impacts would result, and no mitigation would be required.

Long-Term Operational Water Quality Impacts

Water quality standards for discharges to municipal storm drainage systems in the City of Long Beach are set forth in LARWQCB Order No. R4-2014-0024, Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (MS4 Permit).

Most of the western part of the City of Long Beach, including the Project site, is in the Los Angeles Watershed (USGS 2020). The receiving water for the Project site is the Los Angeles River. The segment of the Los Angeles River from the Los Angeles/Long Beach Outer Harbor north to Carson Street in the City of Long Beach is listed on the Clean Water Act Section 303(d) List of Water Quality Limited Segments for contamination with ammonia, cadmium, dissolved copper, cyanide, indicator bacteria, lead, nutrients (algae), pH, trash, and dissolved zinc. Total maximum daily loads (TMDLs) have been established for all of those contaminants except cyanide; the estimated completion date for the cyanide TMDL was 2005 (SWRCB 2020).

Project operation is expected to generate the same categories of pollutants that project construction would. A conceptual low-impact development (LID) plan, prepared for the Project in accordance with the City's MS4 Permit, specifies BMPs that would be implemented during Project design and operation to minimize stormwater pollution.

The City of Long Beach issued a LID BMP Design Manual (LID Manual) in 2010, with amendments in 2013, presenting guidance on design of LID BMPs.

The LID Manual prescribes BMPs for managing and capturing stormwater runoff in the following descending priority order:

1. Infiltration Systems
2. Stormwater Capture and Use
3. Combination of Above

The LID Manual permits projects that have demonstrated they cannot manage 100 percent of the water quality design volume onsite through infiltration and/or capture and use BMPs to use a high removal efficiency biofiltration/biotreatment BMP (Los Angeles 2020). The LID Plan for the Artesia parcels determined that infiltration was infeasible due to both soil and/or groundwater contamination; and geotechnical hazards such as liquefaction, collapsible soils, or expansive soils (Truxaw 2020). Thus, the LID Plan chose biofiltration as the BMP for managing and capturing stormwater.

Best Management Practices

Three categories of BMPs are proposed for the Project to meet the requirements set forth in the City's MS4 Permit.

- Nonstructural Source Control BMPs reduce the potential for pollutants resulting from activities onsite to enter runoff. Nonstructural source control BMPs specified for the Project are the following:
    - Education for property owners, tenants, and occupants
    - Activity restrictions
    - BMP maintenance
    - Employee training
    - Common area catch basin inspection

- Structural Source Control BMPs are components of the Project site design intended to reduce the potential for pollutants to enter runoff. Structural source control BMPs specified for the Project are the following:
    - Storm drain message and signage (e.g., "Drains to Ocean" on storm drain inlets) and
    - Outdoor trash storage and waste handling area design (e.g., berms surrounding trash storage areas to prevent stormwater from running on to those areas)

- Biofiltration BMPs are components of the Project design that would remove pollutants from contaminated stormwater before the water is discharged offsite. Any biofiltration BMPs would be designed and/or located to restrict infiltration of water into the capped waste material. Biofiltration BMPs specified for the Project are the following:
    - Modular Wetlands Biofiltration System: a constructed open-topped chamber containing, from top to bottom, vegetation, mulch, and bioretention media. Treated effluent from the chamber would be discharged to a proposed storm drain pipe discharging to an existing municipal storm drain.
    - Stormwater Detention System: two sets of three 60-inch-diameter storage pipes, one set in the west part of the Artesia parcels and the second set in the east side (see Exhibit 9, LID Plan, Artesia Parcels). Stormwater discharged from the storage pipes would be directed to the modular wetlands for treatment; then released into municipal storm drains.

Operational impacts related to requirements for discharges to stormwater would be less than significant with implementation of the Project LID Plan, and no mitigation is required.

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

and

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

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is located over the West Coast Subbasin of the Coastal Plain of Los Angeles groundwater basin (Subbasin), which underlies approximately 160 square miles in southwestern Los Angeles County (DWR 2020).[4] The Water Replenishment District of Southern California (WRD), designated as the Watermaster for the Central Subbasin under a court judgment, manages groundwater pumping and certain groundwater storage efforts in the Subbasin (WRD 2020). WRD issues a Watermaster Report for the Subbasin annually; the latest Report available is from 2018. The City of Long Beach's annual pumping allocation under the judgment for the 2017–2018 year was 32,692 acre-feet (af), or approximately 10.7 billion gallons, from the Central Subbasin, which abuts the northeast boundary of the West Coast Subbasin.[5] The City pumped approximately 30,022 af that year (WRD 2020).

Nearly the entire Project site is pervious and available for infiltration of rainwater into soil. However, the site is not used for intentional groundwater recharge. Groundwater pumping rights for the Central Basin are set by a court judgment. Therefore, Project development would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

At Project completion the majority of the site would be impervious except for minor areas of landscaping along the perimeter of the Artesia parcels; and along the south and east sides of the proposed warehouse, and along the perimeter of the parking lot, on the McDonald Trust parcels. Thus, the completed Project would generate additional runoff compared to existing conditions. The Project would be required to detain 48,400 cubic feet (cf), or approximately 363,000 gallons, of stormwater. The Project proposes stormwater detention systems consisting of two sets of three 60-inch-diameter storage pipes, one set in the west part of the Artesia parcels and the second set in the east side (see Exhibit 13, LID Plan, Artesia Parcels). Detention systems store stormwater during storms and then release it into municipal storm drains at a controlled rate so that the post-project runoff rate does not exceed the pre-project rate; and to avoid exceeding the storm drains' capacities. The detention systems combined would provide approximately 49,780 cf, or approximately 373,350 gallons, of storage.

The Project does not propose groundwater supply wells. The Long Beach Water Department (LBWD) supplies water to the City of Long Beach including the Project site. LBWD obtains water from three sources: imported surface water; groundwater from the Central Subbasin; and recycled water. The LBWD forecasts that it will have sufficient water over the 2020– 2040 period to meet municipal water demands (Long Beach 2016). Thus, demand for municipal water by the Project

[4] The boundary between the West Coast Subbasin and the Central Subbasin is along the Newport-Inglewood Fault Zone, which passes along the east Project site boundary; and of which the Cherry Hill Fault is a component.

[5] The Watermaster's Year 2017-2018 extended from July 1, 2017 to June 30, 2018.

would not reduce groundwater supplies. Impacts would be less than significant, and no mitigation is required.

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

i) result in substantial erosion or siltation on- or off- site;

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

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

iv) impede or redirect flood flows?

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

Erosion or Siltation

Existing storm drains onsite consist of a 24-inch reinforced concrete pipe (RCP) storm drain in the southwest part of the Artesia parcels, and a 48-inch RCP storm drain in the southeast corner of the McDonald Trust parcels; both drains discharge into the Los Angeles River (LACPW 2020).

The Project would include construction of a storm drainpipe from near the north corner of the Artesia Parcels to a proposed detention system, consisting of three underground storage pipes, in the west side of the Artesia parcels. That detention system would discharge to another proposed storm drainpipe connecting to a proposed biofiltration system near the southwest corner of the Artesia parcels. A second detention system, to be installed near the east side of the Artesia parcels, would discharge to a short storm drainpipe leading to a biofiltration system just east of the proposed self-storage building. The two detention systems combined would have capacity for approximately 373,350 gallons, greater than the 363,000 gallons required by the City of Long Beach. The stormwater quality design volume required by the City is the runoff from a 0.75-inch, 24-hour rain event; or from the 85th-percentile, 24-hour storm, whichever is greater (LARWQCB 2020). After a storm, stormwater would be released from the detention systems into the biofiltration units, and then into existing municipal storm drains, over approximately 72 hours. Biofiltration systems are highly effective at removing sediment (CASQA 2012). Thus, Project development would not cause erosion or siltation on- or offsite.

Development of the McDonald Trust parcels is expected to include construction of storm drainpipes and a detention system. The locations and diameters of the storm drains, and the capacity of the detention system, would be determined during project engineering design in accordance with requirements of the City of Long Beach Department of Public Works and the City's LID Manual.

All existing and proposed storm drain pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material.

Flooding and Drainage Capacity

Project development would not increase the rate or amount of surface runoff. The proposed stormwater detention systems and biofiltration systems would have capacity meeting City requirements described above. Thus, Project development would not cause flooding on- or offsite and would not exceed the capacities of existing storm drains to which Project site runoff would be discharged. The Project site is outside of 100-year flood hazard zones (FEMA 2020), and Project development would not impede or redirect flood flows in such zones. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is outside of 100-year flood hazard zones (FEMA 2020). The Project site is not in a dam inundation area mapped on the California Department of Water Resources Dam Breach Inundation Map (DWR 2020).

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project site is outside of tsunami flood zones mapped by the CGS (CGS 2020).

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies are close enough to the Project site to pose a flood hazard to the site due to a seiche.

Development of the Project would not risk release of pollutants due to project inundation due to a flood within a 100-year flood zone, tsunami, or seiche. Impacts would be less than significant, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XI. LAND USE AND PLANNING

IMPACT ANALYSIS

Would the Project:

a) Physically divide an established community?

No Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is bordered by the I-405 freeway to the south; the Metro A Line tracks to the east; and the Los Angeles River to the west. A residential community, elementary school, and park are located to the east, across the Metro A Line tracks from the Project site. The Project site is currently vacant and does not serve as an access route between residential uses or other

communities. Project development would not divide an established community, and no impact would occur.

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.

Artesia Parcels and McDonald Trust Parcels

City of Long Beach General Plan land use designations are defined in terms of 11 place types. The General Plan designation for most of the Project site is NI; the designation for part of APN 7140-014-023 on the McDonald Trust Parcels is OS. The balance of the specified APN is designated Right-of-Way (Long Beach 2020h). The Project includes an application for a General Plan amendment to change the General Plan place type for the McDonald Trust parcels from OS to NI. The NI place type permits light industrial, clean manufacturing, and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The proposed warehouse use on the McDonald Trust parcels would be light industrial use and would thus be consistent with the NI place type. The proposed self-storage use would also be consistent with the NI place type.

The City of Long Beach Zoning Designation for the Project site is IL. The Project also includes an application for a Zone Change for the Artesia parcels from IL to CS. Self-storage facilities and RV storage are each permitted in the CS zone with a CUP; the Project includes an application for the required CUP. Motor freight transportation and warehousing are permitted in the IL Zone.

Development of the Project would not conflict with applicable plans, policies, and regulations. Upon approval of the requested General Plan Amendment, Zone Change, and CUP by the City of Long Beach, the proposed land uses would conform with zoning and General Plan policies for the Project site. Therefore, no impacts would occur, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XII. MINERAL RESOURCES

IMPACT ANALYSIS

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?

and

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?

No Impact.

Artesia Parcels and McDonald Trust Parcels

The central and eastern parts of the Project site are mapped Mineral Resource Zone 3 (MRZ-3) on the Generalized Mineral Land Classification Map of Los Angeles County by the CGS (CGS 1994). MRZ-3 designates areas containing mineral deposits the significance of which cannot be evaluated from available data. The western part of the Project site is mapped MRZ-1, consisting of areas where adequate information indicates that significant mineral deposits are absent or are unlikely to be present (CGS 1994). Thus, there is no available information for sufficiently assessing the significance of mineral resources that may underlie the site. No mines on or near the Project site are mapped on the Mines Online database maintained by the Division of Mine Reclamation (DMR 2020).

The Project site is in the Long Beach Oil/Gas field (CalGEM 2020). No active oil or gas wells are present on or within 0.5 mile of the Project site, and the nearest idle oil well is approximately 0.25 mile east of the site. Twelve abandoned oil wells are present onsite. Thus, Project development would not interfere with production by active oil wells or resumption of production by idle wells. No impacts would occur, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XIII. NOISE

Environmental Setting

City of Long Beach General Plan Noise Element

The Noise Element is a mandatory "element" (or chapter) of the City of Long Beach General Plan and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975 and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly (Long Beach 2020b) Therefore, in May 2019, the City released the draft Noise Element with the goal of providing a tailored approach to noise policy across Long Beach neighborhoods.

The draft Noise Element states, "The primary method of restricting noise from construction is through limiting the hours in which construction activity is permitted" (Long Beach 2019).

Noise Ordinance

The City of Long Beach Noise Ordinance is codified as Chapter 8.80 – Noise of the Long Beach Municipal Code.

The Noise Ordinance designates land use districts for the purpose of setting noise standards. The Project site is in District Three – Predominantly industrial with other land types use also present. The properties to the east and northeast of the Project site are in District One – Predominantly residential with other land use types also present. Section 8.80.150 – Exterior noise limits — Sound levels by receiving land use district sets exterior noise standards for Districts One and Three as shown in Table 21.

TABLE 21
LONG BEACH EXTERIOR NOISE STANDARDS

Noise District	Noise Level[a]	Time Period
One	50 dBA	7:00 AM–10:00 PM
	45dBA	10:00 PM–7:00 AM
Three	65 dBA	Any time

dBA: A-weighted decibels

[a] Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.

Source: Long Beach 2020c.

With respect to exterior noise levels, the Noise Ordinance states the following:

A. The noise standards for the various land use districts identified by the noise control office as presented in Table 21 shall, unless otherwise specifically indicated, apply to all such property within a designated district.

B. No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:

    1. The noise standard for that land use district as specified in Table 21 for a cumulative period of more than thirty (30) minutes in any hour; or
    2. The noise standard plus five (5) decibels for a cumulative period of more than fifteen (15) minutes in any hour; or
    3. The noise standard plus ten (10) decibels for a cumulative period of more than five (5) minutes in any hour; or
    4. The noise standard plus fifteen (15) decibels for a cumulative period of more than one (1) minute in any hour; or
    5. The noise standard plus twenty (20) decibels or the maximum measured ambient, for any period of time.

C. If the measured ambient level exceeds that permissible within any of the first four (4) noise limit categories in Subsection B of this Section, the allowable noise exposure standard shall be increased in five (5) decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in Subsection B of this Section, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

D. If the measurement location is on a boundary between two (2) different districts, the noise level limit applicable shall be the arithmetic mean of the two (2) districts.

Section 8.80.290 exempts air conditioning equipment from the exterior noise standards. Standards for air conditions are provided in Section 8.80.200 – Noise disturbances — Acts specified, subsection N, Air-conditioning or air refrigerating equipment, which prohibits operating or permitting the operation of any air-conditioning or air refrigerating equipment in such a manner as to exceed any of the sound levels shown in Table 22.

TABLE 22
AIR CONDITIONING NOISE STANDARDS

Measurement Location	dB (A)
Any point on neighboring property line, five feet above grade level, no closer than three feet from any wall	55
Center of neighboring patio five feet above grade level, no closer than three feet from any wall	50
Outside the neighboring living area window nearest the equipment location, not more than three feet from the window opening, but at least three feet from any other surface	50

Section 8.80.202 - Construction activity — Noise regulations prohibits construction work "or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity…"

- between the hours of seven p.m. and seven am. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday;
- between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday; and
- at any time on Sunday, except when a Sunday work permit is issued.

Noise-Sensitive Receptors

The Draft Noise Element states, "The highest priority for protection from noise are noise sensitive uses, or uses typically occupied by groups which are particularly vulnerable to the impacts of noise. Examples of noise sensitive uses include residential neighborhoods, schools, hospitals, religious facilities, libraries, offices and parks" (Long Beach 2019).

The sensitive receptors nearest to the Project site are single-family residences, the Los Cerritos Elementary School, and Los Cerritos Park approximately 160 feet east northeast of the Project site and adjacent to the east side of Del Mar Avenue. The Metro A line rail tracks are between the Project site and Del Mar Avenue. Mature trees are in the space between the railroad and Del Mar Avenue.

Existing Noise Levels

Noise levels were measured at the Project site on March 20, 2020. The results of the noise measurements are shown in Table 23. The primary noise sources to the Project site are vehicles on the I-405 to I-710 ramp, vehicles on the I-405, and train operations on the Metro A line tracks. Vehicles on the I-710 are a lesser noise source, but audible.

TABLE 23
EXISTING NOISE LEVELS

Site Location and Description	Time Started/ Duration[a]	Noise Level (dBA)		
		Minimum	L_{eq} (Average)	Maximum
Location 1 (south property boundary)	1:52 PM/22.9 minutes	59.2	64.9	77.5
Location 2 (west property boundary)	2:19 PM/20.6 minutes	63.4	67.1	77.0
Location 3 (northeast property boundary)	2:44 PM/20.5 minutes	54.8	63.4	79.4
Location 4 (southeast property boundary)	3:13 PM/16.1 minutes	58.7	66.1	82.2

dBA: A-weighted decibels; L_{eq}: average noise level

[a] All noise measurements were taken on March 20, 2020

IMPACT ANALYSIS

Would the Project:

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?

Less than Significant Impact.

Construction Noise

Artesia Parcels and McDonald Trust Parcels

Local residents would be subject to elevated noise levels due to the operation of Project-related construction equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Construction noise levels reported in the USEPA's *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* were used to estimate future construction noise levels for the Project (USEPA 1971). Typically, the estimated construction noise levels are governed primarily by equipment that produces the highest noise levels. Construction noise levels for each generalized construction phase (i.e., ground clearing/demolition, excavation, foundation construction, building construction, paving, and site cleanup) are based on a typical construction equipment mix for an industrial project and do not include use of atypical, very loud, and vibration-intensive equipment (e.g., impact pile drivers). Artesia does not intend to use any atypical, very load and vibration-intensive equipment.

The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Estimated noise levels attributable to the development of the Project are shown in Table 24. All noise sensitive receptors are east northeast of the Project site.

TABLE 24
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE USES

	Noise Levels (L_{eq} dBA)							
	Residential Use North of Los Cerritos School and the School Playground		Los Cerritos School Building		Northern Part of Los Cerritos Park		Southern Part of Los Cerritos Park and Residence South of Park	
Construction Phase	Max (160 ft)	Avg (500 ft)	Max (325 ft)	Avg (665 ft)	Max (160 ft)	Avg (400 ft)	Max (160 ft)	Avg (200 ft)
Ground Clearing	74	64	68	62	74	66	74	72
Excavation	79	69	73	67	79	71	79	77
Foundation Construction	68	58	61	55	68	59	68	65
Building Construction	74	64	68	62	74	66	74	72
Paving and Site Cleanup	79	69	73	67	79	71	79	77

L_{eq} dBA: Average noise energy level; Max: maximum; avg: average; ft: feet

Note: Noise levels from construction activities do not take into account attenuation provided by intervening structures.

Source: USEPA 1971

Table 24 shows both the maximum and typical average construction noise levels. Maximum noise levels represent the noise levels from construction occurring at the closest point of the Project site to the closest point of noise sensitive use/receptor. Maximum noise levels would occur only intermittently because construction equipment moves around the site and is at the site boundary for short periods of time. Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of the Project construction area from the closest point of noise sensitive use/receptor. Noise levels at the receptor sites would be reduced as the listener moves away from the western property line. Noise levels from general project-related construction activities would range from 61 to 79 dBA L_{eq} for the maximum noise levels and 55 to 77 dBA L_{eq} for the average noise levels. It is noted that construction opposite the southern part of Los Cerritos Park and the residence south of the park would be limited to the time it would take to construct the planned parking strip in that area.

The City of Long Beach does not have quantitative construction noise limits. As described above, the Noise Ordinance prescribes specific time periods for construction activities that generate noise. Also, as noted above, the City considers the primary method of restricting noise from construction is through limiting the hours in which construction activity is permitted to the least noise sensitive portions of the day. Thus, Project construction activities would not expose persons to or generate noise levels in excess of the applicable standards.

Notwithstanding, construction noise would be audible at the nearby sensitive receptors and may be temporarily annoying. To limit the annoyance Mitigation Measure NOI-1 would be implemented as part of the Project. Mitigation Measure NOI-1 requires a menu of measures to limit the noise from construction activities to sensitive receptors and would reduce construction noise impacts to less than significant. Thus, construction noise impacts would be less than significant with implementation of Mitigation Measure NOI-1.

Operational Noise

Artesia Parcels

Onsite noise. The primary source of onsite noise would be the heating, ventilating, and air conditioning (HVAC) units on the roof of the self-storage building. The Noise Ordinance sets standards for HVAC units, as described above in Table 22. Mitigation Measure NOI-2 would be incorporated into the Project to ensure compliance with the Noise Ordinance 8.80.200.N.

Minor onsite noise sources would include vehicles entering and leaving, use of the car wash, and use of the dump station. Onsite vehicles would be moving at low speeds. The car wash would not have a vacuum but may have blowers which are the primary source of noise associated with car washes. The mechanical room may also contain machinery that generates noise. The car wash is located approximately 430 feet away from the property line of the nearest noise sensitive use (Los Cerritos Elementary School). This distance would attenuate noise levels generated by the car wash. The configuration of the car wash facility, which would include a building enclosure for the mechanical room and partial enclosures for the car wash, would attenuate noise levels. Mitigation Measure NOI-3 requires a noise study of the car wash to ensure compliance with Municipal Code Section 8.80.160 – Exterior noise limits.

Operating hours for the Artesia parcels self-storage facility would allow customer access from 5 AM to 10 PM. As described in the Regulatory Background section above, the Project site is in Noise District Three and the sensitive receptors are in Noise District One. Therefore, the exterior noise standard is the average (arithmetic mean) of the values shown in Table 21, or 55 dBA from 10 PM to 7 AM and 57.5 dBA from 7 AM to 10 PM. Noise from these minor sources would not exceed these limits because loading/loading activities would generally occur indoors. Municipal Code Section 8.80.200.E which regulates noise associated with loading and unloading activities. Compliance with this Noise Ordinance would ensure that noise levels would not be excessive at offsite uses.

Thus, operational noise impacts on the Artesia Parcels would be less than significant with implementation of Mitigation Measures NOI-2 and NOI-3.

Traffic Noise. The estimated maximum average daily traffic (ADT) for the Artesia parcels is 253 vehicles on Saturday (LSA 2020). All traffic would enter and exit on Ambeco Road. The noise level at the nearest sensitive receptors would be 48 dBA $L_{dn.}$ The City of Long Beach's Noise Element of the General Plan designates noise levels of less than 60 dBA L_{dn} to be "Normally Acceptable" for noise sensitive residential uses and would not result in a significant impact.

McDonald Trust Parcels

Onsite Noise. The primary sources of onsite noise would be heavy trucks idling and HVAC units. Heavy trucks may idle at the dock doors and loading dock on the north side of the warehouse. There are 10 dock doors proposed as part of the Project. Due to the small number of truck docks, it is not anticipated there would be substantial levels of noise. As mentioned previously, Municipal Code Section 8.80.200.E regulates noise associated with loading and unloading activities. Compliance with this Noise Ordinance is mandatory and limits noise generated by loading and unloading activities to levels that would result in less than significant impacts.

Heavy trucks would park in designated spaces north of the warehouse and west of the warehouse, and drivers may tend to idle trucks when starting up or prior to shut down. To minimize truck idling noise to sensitive receptors, the Project would implement Mitigation Measure NOI-4, which requires signage at the north parking area limiting truck idling to one truck at a time for five minutes

or less and requiring refrigerated trucks or other trucks with internal combustion auxiliary power systems to park in the truck parking area west of the warehouse.

The Noise Ordinance sets standards for HVAC units, as described above in Table 22. Mitigation Measure NOI-5 would be incorporated into the Project to ensure compliance with the Noise Ordinance.

Summarizing, with the implementation of Mitigation Measures NOI-3 through NOI-5, impacts from onsite noise would be less than significant.

Traffic Noise. The estimated maximum ADT for the McDonald Trust parcels is 134 vehicles (Psomas 2020). All traffic would enter and exit on Ambeco Road. Assuming 30 percent heavy trucks, the noise level at the nearest sensitive receptors in the peak traffic hour[6] is calculated at 51 dBA $L_{dn.}$ The City of Long Beach's Noise Element of the General Plan designates noise levels of less than 60 dBA L_{dn} to be "Normally Acceptable" for noise sensitive residential uses. As such, traffic noise generated by the McDonald parcels would result in a significant impact.

Artesia Parcels and McDonald Trust Parcels

Traffic Noise. Subsequent to the completion of the McDonald Trust parcels portion of the Project, traffic from both parts of the Project would use Ambeco Road. The combined noise level at the nearest sensitive receptors calculated at 54 dBA L_{dn}, which would be less than the daytime noise standard of 60 dBA L_{dn}. The impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project would not generate or expose persons or structures to excessive groundborne vibration from the construction phase. There are no applicable City standards for vibration-induced annoyance or structural damage from vibration generated during construction. Caltrans has adopted vibration damage thresholds shown in Table 25 to assess the potential for structural damage from Project-generated vibration.

[6] The peak traffic hour noise is assumed to be 2 dBA greater than the daily average noise level and is not necessarily the AM or PM peak hour defined for traffic impacts.

TABLE 25
VIBRATION DAMAGE THRESHOLD CRITERIA

Structure and Condition	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

ppv: peak particle velocity; in/sec: inch(es) per second

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2013

The structural damage threshold for "Older residential structures" 0.3 peak particle velocity (ppv) inch per second (in/sec) is selected for analysis of vibration impacts to residences east of the Project site.

The Caltrans vibration annoyance potential guideline thresholds are shown in Table 26. Based on the guidance in Table 26, the "distinctly perceptible" vibration level of 0.24 ppv in/sec is considered as a threshold for a potentially significant vibration impact for human annoyance.

TABLE 26
VIBRATION ANNOYANCE CRITERIA

Average Human Response	ppv (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035

ppv: peak particle velocity; in/sec: inch(es) per second

Source: Caltrans 2013.

Table 27 summarizes typical vibration levels measured during construction activities for various vibration-inducing types of equipment.

TABLE 27
VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment		ppv at 25 ft (in/sec)
Pile driver (impact)	upper range	1.518
	typical	0.644
Pile driver (sonic)	upper range	0.734
	typical	0.170
Vibratory roller		0.210
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003
ppv: peak particle velocity; ft: feet; in/sec: inches per second Source: Caltrans 2013; FTA 2006.		

As shown in Table 27, pile driving and blasting are the sources of the most severe vibration during construction. Neither impact pile driving nor blasting would be used during Project construction. Vibratory rollers, large bulldozers, caisson drilling, and loaded trucks may be used during Project construction. The closest sensitive receptors are residences approximately 160 east of the Project site. Table 28 shows calculated vibration levels at the residences assuming that equipment is operating on the Project eastern boundary closest to vibration sensitive uses.

TABLE 28
VIBRATION LEVELS AT SENSITIVE USES

	Vibration Levels (ppv)
	Residential Use to the East of the Project Site
Equipment	**(ppv @ 160 ft)**
Vibratory roller	0.013
Large bulldozer	0.005
Caisson drilling	0.005
Loaded trucks	0.005
Structural damage threshold	**0.300**
Exceeds threshold?	**No**
Annoyance threshold	**0.240**
Exceeds threshold?	**No**
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet	

As shown in Table 28, vibration levels would not exceed the damage or annoyance thresholds when construction activities occur under maximum (i.e., closest to the receptor) exposure conditions. Impacts from construction equipment vibration would thus be less than significant and no mitigation measures are required.

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?

No Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is not located within an adopted Airport Land Use Plan. The nearest airport is Long Beach Airport, located approximately two miles east of the Project site. The Project would be located outside the Long Beach Airport 65 dBA CNEL (Community Noise Equivalent Level) noise contours and would not expose people to noise related to airport operations. No impact would occur, and no mitigation is required.

The owner and project proponent of the Artesia Parcels will be responsible for implementing Mitigation Measure NOI-1 only on the Artesia Parcels and will be solely responsible for implementing Mitigation Measures NOI-2 and NOI-3. The owner and project proponent of the McDonald Parcels will be responsible for implementing Mitigation Measure NOI-1 only on the McDonald Parcels and will be solely responsible for implementing Mitigation Measures NOI-4 and NOI-5.

MITIGATION PROGRAM

NOI-1 Prior to issuance of grading permits for proposed development of the Artesia parcels and the McDonald Trust parcels, the Project Applicant shall demonstrate that the contracts for the General Contractor and subcontractors, as appropriate, contain the following provisions:

1. Noise-generating construction activities shall be limited to the hours specified in the Long Beach Municipal Code, Section 8.80.202.
2. Equipment and material staging areas and vehicle maintenance areas shall be located on the western portion of the site as far as practicable from sensitive receptors.
3. All construction equipment shall be equipped with manufacturer's specified or better mufflers.
4. Stationary construction equipment, such as generators, welders, and compressors, shall be oriented so that the loudest noise is directed away from sensitive receptors.
5. Residents within 300 feet of the Project site and the Los Cerritos School shall be notified of the planned construction and construction schedule at least two weeks prior to the start of construction. The notice shall provide a contact for submitting complaints about excessive construction noise.

NOI-2 Prior to approval of plans through plan check for the Artesia parcels self-storage building, the Applicant shall provide evidence that the HVAC units noise complies with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

NOI-3 Prior to approval of plans through plan check for the Artesia parcels carwash, the Applicant shall provide evidence that the carwash and mechanical room complies with the requirements of Section 8.80.160 of the Long Beach Municipal Code.

NOI-4 Prior to approval of plans through plan check for the McDonald Trust parcels warehouse, the Applicant shall post signs at the north truck parking area that limits truck idling to one truck at a time and idling time to less than five minutes. The Applicant shall also post signs at the north parking area requiring refrigerated trucks or other trucks with internal combustion auxiliary power systems to park in the truck parking area west of the warehouse. All sign locations shall be clearly shown on project plans.

NOI-5 Prior to approval of plans through plan check for the McDonald Trust parcels self-storage building, the Applicant shall provide evidence that the HVAC units noise complies with the requirements of Section 8.80.200 of the Long Beach Municipal Code.

XIV. POPULATION AND HOUSING

IMPACT ANALYSIS

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)?

and

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

Population, housing, and employment forecasts for the City of Long Beach are shown below in Table 29.

TABLE 29
POPULATION, HOUSING, AND EMPLOYMENT FORECASTS: CITY OF LONG BEACH

	2012	2040	Difference, 2040–2012	Percent Difference, 2040–2012
Population	466,300	484,500	18,200	3.9%
Households	163,800	175,500	11,700	7.1%
Employment	153,200	181,700	28,500	18.6%
Source: SCAG 2016				

The Project does not involve construction of residences and thus would not directly increase population in the City of Long Beach. Operation of the proposed storage uses on the Artesia parcels is estimated to generate 10 jobs, and operation of the proposed warehouse building is estimated to generate approximately 70 jobs, based on an employment density estimate for warehouse use from the Southern California Association of Governments (Natelson 2001). Estimated Project operational employment generation is well within the regional forecast for the

City of Long Beach and it is expected that future employment positions would be filled by the local population and would not induce population growth or the need for additional housing.

Project construction is expected to generate a small number of temporary construction jobs. The unemployment rate in Los Angeles County in July 2020 was estimated at 17.5 percent (EDD 2020). Thus, it is anticipated that Project construction employment would be absorbed from the regional labor force and would not attract substantial numbers of new workers into the region. Project employment impacts would be less than significant, and no mitigation is required.

No residents or housing are present onsite. Project development would not displace people or housing, and no impact respecting such displacement would occur. No significant impact would result, and no mitigation is required.

MITIGATION PROGRAM

There would be no significant impacts and no mitigation is required.

XV. PUBLIC SERVICES

IMPACT ANALYSIS

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities?

Parks are addressed below in Section XVI, Recreation, of this document.

No Impact.

Artesia Parcels and McDonald Trust Parcels

Fire Protection and Emergency Medical Services

The Long Beach Fire Department (LBFD) provides fire protection and emergency medical services to the Project site. The Project site is in the first-in service area of Station 9. The City is in the process of permanently relocating Station 9; the former permanent Station 9, which closed in 2019, was at 3917 Long Beach Boulevard. One fire engine (Engine 9) and one paramedic ambulance (Rescue 9) are assigned to Station 9. Engine 9 is temporarily housed at Station 16 at 2890 East Wardlow Road on the Long Beach Airport property approximately 2.5 miles east of the Project site and has daily staffing of four personnel. Rescue 9 is temporarily housed at Station 13 at 2475 Adriatic Avenue approximately 1.8 miles southwest of the Project site and has daily staffing of two personnel. A new permanent location for Station 9 has not been determined; the new location will be within Station 9's first-in service area. The City is also seeking a new long-term temporary location for Station 9 for use until a new permanent station is completed (Gruneisen 2020).

In November and December 2019, the latest period for which data are available, LBFD responded to 1,011 calls for emergency services in City Council District 8, where the Project site and Station 9 are both located, consisting of 799 medical calls, 143 fires, 60 emergency assistance,

and 9 hazmat calls (Long Beach 2020e). Two LBFD stations, 9 and 11, are present in Council District 8.

LBFD has a response time goal of 6 minutes and 20 seconds (Long Beach 2019a). The City has automatic aid agreements with the Los Angeles County and City of Los Angeles fire departments (Gruneisen 2020).[7]

The City collects fire facility impact fees from all new developments to pay for acquisition of new stations and equipment, pursuant to City Municipal Code Chapter 18.23. The fee amounts per square foot as of October 2019 are $0.267 per square foot for commercial developments and $0.132 per square foot for industrial developments (Long Beach 2020d).

The Project is not expected to generate substantial demand for fire protection and emergency medical services. It is anticipated that only a very small proportion of indoor storage and RV storage customers would be onsite at any one time. Fire sprinklers will be installed in the proposed self storage building according to City standards. Project development would result in a minor increase in call volumes, responses, and response times (Gruneisen 2020). These increases would not require construction of a new or expanded fire station. Impacts would be less than significant, and no mitigation is required.

Police

The Long Beach Police Department (LBPD) serves the Project site. LBPD consists of five bureaus: the Investigation Bureau, the Support Bureau, the Patrol Bureau, the Administration Bureau, and the Financial Bureau.

LBPD Patrol Bureau is organized into five geographic divisions; the Project site is in the North Division. The North Division Station is at 4891 Atlantic Avenue, approximately 1.5 miles northeast of the Project site. The North Division is staffed by approximately 110 patrol officers plus civilian support staff (Long Beach 2020g).

The LBPD receives funding from the following four sources: (1) the City's General Fund (92 percent of the LBPD budget); (2) General Grants (2 percent of the LBPD budget); (3) the Tidelands Operations Fund (5 percent of the LBPD budget); and (4) the Police and Fire Public Safety Oil Production Act (Proposition H) (1 percent of the LBPD budget) (Long Beach 2019). In addition, development projects in the City of Long Beach are charged Police Facilities Impact Fees in the amounts of $0.442 per square foot for commercial uses and $0.218 per square foot for industrial uses (Long Beach 2020d).

Project development would result in a minor increase in demand for police services; however, these increases would not require construction of a new or expanded police facilities. Impacts would be less than significant, and no mitigation is required.

Schools

The Long Beach Unified School District (LBUSD) provides public K-12 education services for the Project site. The Project site is in the attendance boundaries of three schools: Los Cerritos Elementary School, Hughes Middle School, and Polytechnic High School (LBUSD 2020a).

[7] Automatic aid is assistance dispatched automatically by contractual agreement between two communities or fire districts. Mutual aid, by comparison, is arranged case by case.

LBUSD collects developer fees for commercial and industrial development of $0.61 per square foot (LBUSD 2020b).

Demand for school facilities are determined by the numbers of households in the schools' attendance boundaries. Project development would not involve the development of housing and it is not expected that future employees would generate new housing and related population increases. Therefore, the Project would not affect demand for schools. No impact would occur, and no mitigation is required.

Libraries

The Long Beach Public Library (LBPL) serves the City including the Project site. The LBPL operates 12 facilities; the nearest library to the Project site is the Dana Neighborhood Library at 913 Wardlow Road. Demand for libraries are generated by the population in the library service areas. Project development would not add population to the City of Long Beach and would thus not generate increased demand for library facilities or services. No impact would occur, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XVI. RECREATION

IMPACT ANALYSIS

Would the Project:

a) 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?

and

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact.

Artesia Parcels and McDonald Trust Parcels

Long Beach Parks, Recreation, and Marine operates and maintains 170 parks in Long Beach and provides recreation services. No existing parks are within one mile by road from the Project site due to the configurations of roadways near the Project site. Los Cerritos Park at 3750 Del Mar Avenue in Long Beach, east of the Metro A Line tracks from the Project site, is 1.2 miles by road from the site; and Baker Street Park, at 643 Baker Street in Long Beach and south of the I-405, is 1.1 miles by road from the site. Demand for parks are generated by the populations in the parks' service areas. The Project does not propose development of housing and would not add population to the Project site. Thus, Project development would not generate demand for parks. No impact would occur, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XVII. TRANSPORTATION

The information in this Section is based partly on the *Trip Generation Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California*, dated February 27, 2020 and prepared by LSA (Appendix I1)*; Trip Generation and Vehicle Miles Traveled Analysis for the Proposed Self-Storage and RV Storage Facility at 3701 Pacific Place, Long Beach, California,* dated August 6, 2020 (Appendix I2); and *3701 Pacific Place Project, Trip Generation: Project Component A*, dated April 27, 2020 and prepared by Psomas (Appendix I3).

Environmental Setting

Pacific Place next to the Project site is a local street. Ramps from Pacific Place to the northbound I-405 and I-710 are opposite Pacific Place from the southeast corner of the Project site. The northbound side of Pacific Place widens to two lanes south of the ramps, and the southbound side of Pacific Place widens to two lanes just south of the I-405 overpass, where ramps from the southbound I-405 and northbound I-710 connect to southbound Pacific Place. Wardlow Road, approximately 0.4 mile south of the Project site, is a four-lane divided east-west roadway classified as a Major Avenue in the City of Long Beach General Plan.

No sidewalks are present on Pacific Place or Ambeco Road within or next to the Project site.

A Class I (off-road) bicycle path is present atop the east bank of the Los Angeles River approximately 165 feet west of the Project site; the Project site is separated by a fence from the bicycle path. A Class II bicycle lane is present on Bixby Road approximately 680 feet east of the Project site. That bicycle lane is opposite the Metro A Line tracks from the Project site, and there is no direct public access from the Project site to that bicycle lane. The nearest bicycle facility to the Project site with public access from the site is on Wardlow Avenue/34th Street approximately 0.4 mile to the south (Long Beach 2020f).

IMPACT ANALYSIS

Would the Project:

a) Conflict with a plan, ordinance or policy addressing the circulation system, taking into account all modes of transportation including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

Artesia Parcels

Vehicle Miles Traveled

As a result of Senate Bill (SB) 743, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use on December 28, 2018. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. The intent of SB 743 and the revised CEQA guidelines is to promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. With the adopted guidelines, transportation impacts are to be

evaluated based on a project's effect on VMT. The new guidelines must be used starting July 1, 2020. Therefore, a VMT analysis is recommended based upon the Governor's Office of Planning and Research (OPR) Technical Advisory (TA), dated December 2018.

The OPR TA states that VMT for non-residential projects should be measured at the regional level. The OPR TA recommends specific methodologies and thresholds to evaluate transportation impacts of residential, office, and retail projects. However, the project cannot be classified as one of these three uses.

The OPR TA does not specifically recommend thresholds for any other type of projects, rather it suggests that jurisdictions may develop their own thresholds. Page 12 of the OPR TA states the following:

> *"Other Project Types*
>
> *Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7)."*

The OPR TA acknowledges that certain activities and conditions may exist that would presume that a land development project has a less-than-significant impact to transportation. These may be size, location, proximity to transit, or trip-making potential. A variety of projects may be screened out of a VMT analysis due to the presumption described in the TA regarding the occurrence of less-than-significant impacts, including a project generating a low volume of ADT.

For most land use types, approximately 10 percent of ADT occur during the busiest peak hour. Therefore, a project generating fewer than 50 peak-hour trips would generate approximately 500 ADT. The City has established a screening criterion for projects generating up to 500 ADT. As such, a project generating 500 ADT or less is screened out of a VMT analysis due to the presumption of a less-than-significant impact.

As discussed below, the proposed project on the Artesia Parcels would generate up to 302 ADT. Because the ADT generation of the proposed project is less than the City's screening threshold of 500 ADT, the project is presumed to have a less-than-significant impact and no further analysis is needed.

Trip generation for the Artesia Parcels was calculated based on the rate for mini-warehouse (self-storage and RV storage) use, as defined by the Institute for Transportation Engineers' *Trip Generation* 10th Edition. The trip generation memo also reviewed trip generation rates for vehicle entries and exits at an existing self-storage facility in Moreno Valley, California and an existing self-storage and RV storage facility in Desert Hot Springs, California. Accordingly, Project trip generation was estimated at 302 daily trips, with 23 trips in the AM peak hour and 33 trips in the PM peak hour, as shown in Table 30, Artesia Parcels Proposed Development Trip Generation.

TABLE 30
ARTESIA PARCELS PROPOSED DEVELOPMENT TRIP GENERATION

Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Mini-Warehouse (Self-storage and RV storage)	—	100 storage units	17.960	0.710	0.680	1.390	0.980	0.970	1.950
Project Trip Generation									
Self-storage and RV storage	16.80	100 storage units (100 RV spaces)	302	12	11	23	17	16	33
Source: LSA 2020b.									

The soil surcharge program for the Artesia Parcels would require approximately 10 truck per day for the import of clean soil, with between 4 and 6 cycles per truck. Assuming one cycle equals two trips, the trip generation for soil import would be between 80 and 120 truck trips per day. Assuming these trips may occur between 7:00 a.m. to 5:00 p.m. (over an approximately 10-hour day), this equates to approximately 8 to 12 trips per hour (including the a.m. and p.m. peak hours).

Given the low trip generation (up to 120 daily trips, including up to 12 peak-hour trips) for a temporary period of approximately 1 week, the surcharge program would not rise to the need for a traffic analysis as the trip generation for the surcharge program is a fraction of the anticipated trip generation of the proposed self-storage and RV storage project once it is operational (up to 302 daily trips, including up to 33 peak-hour trips), for which a full traffic analysis was not required.

McDonald Trust Parcels

Trip Generation

The new trips to be generated by proposed warehouse were estimated using the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and are shown in Table 31 below. The ITE land use code that has a similar description as the proposed development is ITE LU- 150 – Warehousing. As shown in the table, the proposed warehouse is expected to generate 134 trips per day, including 13 trips in the AM peak hour and 15 trips in the PM peak hour.

TABLE 31
MCDONALD PARCELS PROPOSED DEVELOPMENT TRIP GENERATION

Period	Trips/Unit	Trips	% In	% Out	Trips In	Trips Out
ITE LU 150 – Warehousing						
1,000 SF				**77**		
AM Peak	0.17	13	77%	23%	10	3
PM Peak	0.19	15	27%	73%	4	11
Daily	1.74	134	50%	50%	67	67
Source: Psomas 2020b.						

Estimated daily trip generation from the proposed RV storage and self-storage facility on the Artesia Parcels (302 ADT) and from the proposed warehouse on the McDonald Trust parcels (134

ADT) would total 436 ADT, which falls below the City of Long Beach VMT screening threshold of 500 ADT at which point a Traffic Impact Analysis would be required as noted above. Based on this analysis, the proposed project's traffic impacts would be less than significant, no further analysis is needed, and no mitigation is required.

Vehicles Miles Traveled

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

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

CEQA Guidelines section 15064.3(b) pertains to the use of VMT as a method of determining the significance of transportation impacts. VMT analysis is inapplicable to construction traffic because trip generation to and from each construction Project site is temporary, and trips lengths differ per construction site.

Per the 2019 CEQA Statute and Guidelines, VMT is “the most appropriate measure of transportation impacts.” According to the State of California’s Technical Advisory on Evaluating Transportation Impacts in CEQA, roadway projects which would likely lead to a substantial increase in VMT generally include “addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges.”

As previously discussed, the proposed development would generate few trips; these trips do not meet the minimum criteria to require a TIA; and they would thus produce negligible VMT. Further, due to the Project site’s proximity to I-405 and I-710, project trips on local roadways are anticipated to be minimal. Therefore, the proposed self-storage and RV parking facility on the Artesia Parcels and the proposed warehouse on the McDonald Trust Parcels would not be expected to have a significant impact based on a VMT evaluation.

Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b), and no impact would occur. No mitigation is required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact.

Artesia Parcels and McDonald Trust Parcels

The nearest airport to the Project site is Long Beach Airport, approximately two miles to the east. The Project would be located outside the Long Beach Airport influence area (LACALUC 2003). Additionally, it is not expected that the Project would increase the number of airline passengers resulting in a change in air traffic patterns. Project development would not cause substantial safety risks related to air traffic levels or locations. No impact would occur, and no mitigation is required.

d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?

No Impact.

Artesia Parcels and McDonald Trust Parcels

Project site access would be via Pacific Place. The north end of Pacific Place would divide into two driveways, one into the Artesia parcels and one into the McDonald Trust parcels. Egress from each of the two driveways onto Pacific Place would be stop-sign controlled. The two driveways would intersect Pacific Place at a large enough angle so that drivers outbound from one of the two project components stopped at the intersection of the affected driveway and Pacific Place would have adequate visibility of vehicles entering and exiting the other driveway.

Project operation would not add incompatible uses to area roadways. Therefore, no impact would occur and no mitigation is required.

e) Result in inadequate emergency access?

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

Project construction would not block Pacific Place and would not involve staging of construction equipment or materials on roadways. Therefore, no impact to local or regional emergency access routes would occur and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

Information in this Section is based on the *Phase I Archaeological Cultural Resources Study for the Self Storage/RV Parking at 3701 North Pacific Place in Long Beach, Los Angeles, California (LSA Project No. ISP2002)* completed by LSA on April 2, 2020 (Appendix D1) and the Cultural and Paleontological Resources Analysis for the 3701 Pacific Place Project, Long Beach, Los Angeles County, California completed by Psomas on July 23, 2020 (Appendix D2).

Environmental Setting

At the time of European contact, this part of Los Angeles County was the home of the Gabrielino. The Gabrielino and their descendants are those people who became associated with Mission San Gabriel Arcángel, which was established in south-central Los Angeles County on September 8, 1771, in what has ever since been called the San Gabriel Valley. Today, these people are sometimes referred to as the Tongva, although the term originally (i.e., before the arrival of Euro-Americans) referred to the inhabitants of the San Gabriel Valley only. Today, Gabrielino ancestry also refers to the occupants of the San Fernando Valley (Fernandeño). The Eastern Gabrielino refers to those who lived south of the San Gabriel Mountains, mainly in the San Gabriel Valley, while the Western Gabrielino refers to those who lived along the western coast of Los Angeles County, from Malibu to Palos Verdes, and includes the people living in the San Fernando Valley.

The ancestral Gabrielino arrived in the Los Angeles Basin probably 500 Before the Common Era (BCE). Large, permanent villages were established in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Eventually, Gabrielino territory encompassed the watersheds of the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana Rivers (which includes the greater Los Angeles Basin) to perhaps as far south as Aliso Creek, as well as portions of the

San Fernando, San Gabriel, and San Bernardino Valleys. Gabrielino territory also included the islands of San Clemente, San Nicholas, and Santa Catalina. Recent studies suggest the population may have numbered as many as 10,000 individuals at their peak in the Pre-contact Period.

The subsistence economy of the Gabrielino was one of hunting and gathering. The surrounding environment was rich and varied, and the natives were able to exploit mountains, foothills, valleys, deserts, and coasts. As was the case for most native Californians, acorns were the staple food (by the Intermediate Horizon), supplemented by the roots, leaves, seeds, and fruit of a wide variety of flora (i.e., cactus, yucca, sage, and agave). Fresh and saltwater fish, shellfish, birds, insects, and large and small mammals were exploited.

A wide variety of tools and implements were employed by the Gabrielino to gather, collect, and process food resources. The most important hunting tool was the bow and arrow. Traps, nets, blinds, throwing sticks, and slings were also employed. Fish were an important resource and nets, traps, spears, harpoons, hooks, and poisons were utilized to catch them. Ocean-going plank canoes and tule balsa canoes were used for fishing and for travel by those groups residing near the Pacific Ocean.

The processing of food resources was accomplished in a variety of ways: nuts were cracked with hammer stone and anvil; acorns were ground with mortar and pestle; and seeds and berries were ground with mano and metate. Yucca, a valuable resource in many areas, was eaten by the natives and exploited for its fibers. Strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks were also employed. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels.

Gabrielino houses were circular domed structures of willow poles thatched with tule. They were actually quite large and could, in some cases, hold 50 individuals. Other structures served as sweathouses, menstrual huts, and ceremonial enclosures.

Methodology

As discussed in Section V, Cultural Resources, the NAHC conducted a SLF search for the Project. The search failed to identify any sacred places or objects with cultural value to a California Native American tribe on the Project site. Consistent with requirements of Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City of Long Beach sent letters to tribes identified by the NAHC and that have expressed an interest in being consulted regarding Native American resources for the projects being undertaken in the City of Long Beach.

IMPACT ANALYSIS

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) 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

Less Than Significant With Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

For purposes of impact analysis, a tribal cultural resource is considered a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to a California Native American Tribe and is either eligible for the CRHR or a local register. As discussed in Section V Cultural Resources of this IS/MND, impacts to historical resources, archaeological resources, and human remains would be less than significant. Based on a SCCIC record search and the results from the NAHC SLF database there are no resources on the Project site that are currently listed on the CRHR. The Project site is not listed as a historic resource in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interests lists. Additionally, the Project site is not included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts. Therefore, the Project would not have an impact on tribal cultural resource that is listed or eligible for listing on the CRHR or a local register.

b) 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 Impact with Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

The second component of this analysis is if the proposed Project would impact a tribal cultural 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, the lead agency shall consider the significance of the resource to a Native American tribe. Subdivision (c) states:

> A resource may be listed as an historical resource in the California Register if it meets any of the following CRHR criteria:
>
> (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> (2) Is associated with the lives of persons important in our past.
>
> (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
>
> (4) Has yielded, or may be likely to yield, information important in prehistory or history.

Based on information available through the record searches at the SCCIC and the NAHC, and the long-term past use of the Project area, there is no information available that indicates there are significant tribal resources within the Project area that would be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, on April 6, 2020 the City sent letters to the tribes that notified the City of a desire to be consulted with regarding the Project. On April 14, 2020, the Gabrieleño Band of Mission Indians—Kizh Nation requested consultation with the City regarding the Project. Consultation was conducted via phone on June 19, 2020, with Matthew Teutimez on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation. Based on consultation between the City of Long Beach and the tribal representative, no tribal cultural resources were identified on the Project site; however, excavation and grading at the Project site may disturb native sediments and, therefore, could have the potential to impact

unidentified tribal cultural resources. In order to reduce the potential for impacts to unidentified tribal cultural resources, the Project would implement Mitigation Measures TRIB CULT-1 through TRIB CULT-5, which would reduce potential impacts to less than significant levels.

MITIGATION PROGRAM

TRIB CULT-1 The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both ancestrally affiliated with the project area and approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. A Native American monitor shall be retained by the Lead Agency or owner of the Project to be on site to monitor all project-related, ground-disturbing construction activities (i.e., boring, grading, excavation, potholing, trenching, etc.). A monitor associated with one of the NAHC recognized Tribal governments which have commented on the Project shall provide the Native American monitor. The monitor/consultant will only be present onsite during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

TRIB CULT-2 Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians—Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

TRIB CULT-3 Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public,

non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

TRIB CULT-4 Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

TRIB CULT-5 Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

- If the Gabrieleno Band of Mission Indians—Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
- Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully,

ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

- Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

XIX. UTILITIES AND SERVICE SYSTEMS

IMPACT ANALYSIS

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 of which could cause significant environmental effects?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

Water

According to the 2015 Urban Water Management Plan (UWMP), the Long Beach Water Department (LBWD) provides water to the City including the Project site. LBWD relies on three sources for water supplies: imported water purchased from the Metropolitan Water District of Southern California (MWD); groundwater produced from the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (Central Basin); and recycled water from the Long Beach Water Reclamation Plant (LBWRP) in the City of Long Beach.

As shown in Table 32, LBWD's 2015 UWMP projects that LBWD supplies are projected to significantly exceed demands through 2040, even in future dry years if customers do not reduce their demand as they have done in recent droughts.

TABLE 32
LBWD FORECAST WATER SUPPLIES AND DEMANDS, ACRE-FEET PER YEAR

	2020	2025	2030	2035	2040
Supplies					
Imported water	33,001	33,501	34,001	34,501	35,001
Groundwater	35,100	35,100	35,100	35,100	35,100
Recycled Water	9,190	9,190	9,190	9,190	9,190
Total Supplies	**77,291**	**77,791**	**78,291**	**78,791**	**79,291**
Total Multiple Dry Year Demands	**63,643**	**63,410**	**63,454**	**63,609**	**64,137**
Surplus	**13,648**	**14,381**	**14,837**	**15,182**	**15,154**
Source: LBWD 2016					

The most water intensive use proposed on the Project site is the car wash, which is estimated to require approximately 1,000 gallons per day (gpd) of water according to the applicant. Other proposed uses, including the storage facility and warehouse use are projected to require an additional 400 gallons per day and landscaping would require approximately 1,500 gpd for a daily total demand of approximately 2,900 gpd. For purposes of this analysis, it is assumed that domestic water would be used to meet the projected water demand; however, should recycled water be available, this supply would be used to meet the demands related to the car wash and landscaping.

According to the UWMP, project water demands for the LBWD service area are based on demand sectors (residential, irrigation, commercial, industrial, etc.). As previously discussed, the majority of the Project site is designated as Neo-Industrial (NI), which is an industrial place type. Therefore, the UWMP assumed development of the site with industrial uses, similar to the proposed Project. Therefore, the UWMP forecasts that sufficient water supplies will continue to be available to meet Project operational water demands in addition to existing and projected water demands in the City over the 2020–2040 period. All new services would be required to tap into an existing 8-inch water main in Pacific Place. As part of project construction, all existing and proposed water pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material. A less than significant impact related to water facilities would occur, and no mitigation would be required.

Wastewater

The Long Beach Water Department operates and maintains the City's sewers. Wastewater from the Project site would be minimal, associated primarily with restrooms in the self-storage facility and the warehouse, as well as the dump station associated with the RV storage area. Wastewater would be collected onsite through a series of proposed pipelines and conveyed to the City's sewer system via a connection to existing offsite sewer mains in Pacific Place. Wastewater would then be treated at either the Lon Beach Water Reclamation Plant (LBWRP) or the Joint Water Pollution Control Plant (JWPCP) in the City of Carson (LBWD 2016). The LBBWRP has a capacity of 25 mgd and average effluent flows in 2018 were approximately 9.75 mgd (LBWD 2016; LACSD 2020a). The JWPCP has capacity of 400 mgd; average wastewater flows in 2018 were

approximately 261 mgd (LACSD 2020a). Therefore, both facilities have adequate capacity to accommodate anticipated nominal wastewater flows from the Project site. As part of project construction, all existing and proposed sewer pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material. A less than significant impact would occur.

Storm Drain

As discussed in Section IX, Hydrology and Water Quality, existing storm drains onsite consist of a 24-inch reinforced concrete pipe (RCP) storm drain in the southwest part of the Artesia parcels, and a 48-inch RCP storm drain in the southeast corner of the McDonald Trust parcels; both drains discharge into the Los Angeles River (LACPW 2020b).

The Project would include construction of a storm drainpipe from near the north corner of the Artesia Parcels to a proposed detention system, consisting of three underground storage pipes, in the west side of the Artesia parcels. That detention system would discharge to another proposed storm drainpipe connecting to a proposed biofiltration system near the southwest corner of the Artesia parcels. A second detention system, to be installed near the east side of the Artesia parcels, would discharge to a short storm drainpipe leading to a biofiltration system just east of the proposed self-storage building. The two detention systems combined would have capacity for approximately 373,350 gallons, greater than the 363,000 gallons required by the City of Long Beach. The stormwater quality design volume required by the City is the runoff from a 0.75-inch, 24-hour rain event; or from the 85th-percentile, 24-hour storm, whichever is greater (LARWQCB 2020). After a storm, stormwater would be released from the detention systems into the biofiltration units, and then into existing municipal storm drains, over approximately 72 hours. Biofiltration systems are highly effective at removing sediment (CASQA 2012).

Development of the McDonald Trust parcels is expected to include construction of storm drainpipes and a detention system. The locations and diameters of the storm drains, and the capacity of the detention system, would be determined during project engineering design in accordance with requirements of the City of Long Beach Department of Public Works and the City's LID Manual.

Project development would not increase the rate or amount of surface runoff. The proposed stormwater detention systems and biofiltration systems would have capacity meeting City requirements described above. As part of project construction, all existing and proposed storm drain pipes would be subject to inspection, and lining if necessary, to ensure no leakage would occur, and that no water would be introduced into the capped waste material. Therefore, because the Project would accommodate anticipated storm water flow from the Project Site, the Project would not result in a significant impact to the capacity of the storm water drainage system. A less than significant impact would occur, and no mitigation would be required.

Electric Power

Southern California Edison (SCE) provides electricity to the City including the Project site. SCE's service area spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (PlaceWorks 2019). Total electrical consumption in SCE's service area was 106,080 gigawatt-hours (GWh) in 2015 and is forecasted to increase to 120,780 GWh in 2028 for the mid-demand scenario (PlaceWorks 2019); one GWH is equivalent to one million kilowatt-hours. The Project would install electricity lines onsite and would be responsible to connect to existing electric lines offsite. As part of project construction, all existing and proposed electrical facilities would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material

would occur. Due to the limited amount of electrical requirements for the Project, impacts related to the electrical distribution system would be less than significant.

Natural Gas

The Long Beach Gas and Oil Department (LBGO) provides natural gas to the City and the Project site. Natural gas demands are expected to be limited to operation of the car wash and hot water to the restrooms. According to the applicant, the demand would not exceed 1,000 cubic feet of natural gas per hour and would be on an as-needed basis. The Project would install gas pipelines onsite and would be responsible to connect to connect to an existing offsite natural gas main. As part of project construction, all existing and proposed natural gas lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Due to the limited amount of natural gas requirements for the Project, impacts related to the natural gas distribution system would be less than significant and no mitigation would be required.

Telecommunications

Verizon California provides land line telephone service for the Project site. Frontier and Spectrum provide cable television service on and near the Project site. The Project would install telecommunications lines onsite and would be responsible to connect to connect to existing offsite lines. As part of project construction, all existing and proposed telecommunications lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Therefore, impacts related to the telecommunications system would be less than significant and no mitigation would be required.

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.

Artesia Parcels and McDonald Trust Parcels

The Project site is in the LBWD's water service area and this agency's water supply substantially exceeds the foreseeable demand for water by the Project. Project impacts on LBWD water supplies would be less than significant, as substantiated above in Section XVIII.a. No mitigation is required.

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?

No Impact.

Artesia and McDonald Trust Parcels

Sufficient wastewater treatment capacity is available in the Project region for estimated Project wastewater generation, as substantiated above in Section XVIII.a. Impacts would be less than significant, and no mitigation would be required.

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.

Artesia Parcels and McDonald Trust Parcels

In 2018, the latest year for which data are available, approximately two-thirds of non-recycled solid waste from the City of Long Beach was disposed of at landfills; approximately 99 percent of that amount was disposed of at the nine landfills listed below in Table 33.

The remaining one-third of non-recycled solid waste was burned at the Southeast Resource Recovery Facility (SERRF) on Terminal Island in the City of Long Beach. The SERRF has permitted throughput capacity of 1,380 tpd and processes approximately 1,290 tpd. In 2018 approximately 178,500 tons, or 595 tpd, of waste from the City was processed at that facility. Appliances are removed from the waste stream for recycling before incineration, and metals are removed from the boilers for recycling after incineration.

TABLE 33
LANDFILLS SERVING THE CITY OF LONG BEACH

Facility	Nearest City/Community	Remaining Permitted Disposal Capacity, cubic yards	Daily Permitted Disposal Capacity, Tons	Actual Daily Disposal, tons[1]	Residual Daily Disposal Capacity, tons	Estimated Closing Date
Azusa Land Reclamation Co. Landfill	Azusa	51,512,201	8,000	1,410	6,590	2045
Chiquita Canyon Sanitary Landfill	Castaic	60,408,000	12,000	4,972	7,028	2047
El Sobrante Landfill	Corona, Riverside County	143,977,170	16,054	11,288	4,766	2051
Frank Bowerman Sanitary Landfill	Irvine, Orange County	205,000,000	11,500	7,898	3,602	2053
Mid-Valley Sanitary Landfill	Rialto, San Bernardino County	61,219,377	7,500	3,761	3,739	2045
Olinda Alpha Landfill	Brea, Orange County	34,200,000	8,000	7,133	867	2021
Prima Deshecha Landfill	San Juan Capistrano, Orange County	134,300,000	4,000	1,817	2,183	2102
Simi Valley Landfill & Recycling Center	Simi Valley, Ventura County	88,300,000	9,250	4,251	4,999	2052
Sunshine Canyon City/County Landfill	Community of Sylmar in the City of Los Angeles	77,900,000	12,100	6,728	5,372	2037
Total		**856,816,748**	**88,404**	**49,258**	**39,146**	Not applicable

[1] Daily disposal is calculated from annual disposal based on 300 operating days per year; that is, 6 days per week less certain holidays.

Sources: CalRecycle 2020a; CalRecycle 2020b; CalRecycle 2020c; CalRecycle 2020d; CalRecycle 2020e; CalRecycle 2020f; CalRecycle 2020g; CalRecycle 2020h; CalRecycle 2020i; CalRecycle 2020j; CalRecycle 2020k

Project operation is estimated to generate approximately 2,939 pounds of solid waste per day, as shown below in Table 34. Note that no solid waste generation factor is available for self-storage use; and thus, the factor for warehouse use is used here as a conservative estimate.

TABLE 34
ESTIMATED PROJECT SOLID WASTE GENERATION

Land Use	Quantity	Solid Waste Generation, Pounds per Day	
		Per unit[1]	Total
Artesia Parcels			
Self-Storage	152,745 square feet	0.0125[2]	1,909
Car Wash	2,153 square feet	0.0312	67
McDonald Trust Parcels			
Warehouse	77,000 square feet	0.0125	963
		Total	**2,939**

[1] Source: CalRecycle 2020l
[2] No solid waste generation factor is available for self-storage use. The factor for warehouse use is used here as a conservative estimate.

Based on the available capacity shown in Table 33, even without future operation of the Olinda Alpha Landfill which is scheduled for closure in 2021, and the estimated demand shown in Table 34, there is thus sufficient solid waste disposal and incineration capacity in the region for estimated Project solid waste generation. Project impacts on solid waste disposal capacity would be less than significant and not require mitigation.

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

No Impact.

Artesia Parcels and McDonald Trust Parcels

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2016 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. At least 65 percent of construction waste from the Project would be recycled and/or salvaged in accordance with CALGreen Section 5.408. Project development involve demolition of the remnants of the driving range; demolition waste would be recycled and/or salvaged in accordance with CALGreen Section 5.408.

Assembly Bill 939 (AB 939; Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county; or show a plan to transform or divert its waste.

Target disposal rates for the City of Long Beach in 2018, the latest year for which data are available, were 7.6 ppd per resident and 25.1 per employee. Actual disposal rates for the City were 4.5 ppd per resident and 12.4 per employee (CalRecycle 2020l); thus, disposal rates for LARA were consistent with AB 939. The Project would include outdoor storage areas for

recyclable materials. Project development would not interfere with compliance with AB 939 by the City of Long Beach.

Assembly Bill 341 (AB 341; Chapter 476, Statutes of 2011) and mandates recycling for commercial and multi-family residential land uses. The proposed storage and warehouse uses would include enclosed outdoor storage areas for recyclable materials, and Project operation would comply with AB 341.

Assembly Bill 1826 (AB 1826; California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses, and multifamily residences of five of more units, generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The storage uses are not anticipated to generate organic matter in amounts over the thresholds set by AB 1826. Project-generated landscape maintenance waste would be recycled in compliance with AB 1826. The specific nature of the future occupant of the proposed warehouse is unknown. If warehouse operation generates organic waste in amounts over the threshold, then the warehouse operator would recycle that waste in accordance with AB 1826. Project development and operation would comply with statutes regulating solid waste disposal and diversion. Consequently, no significant impact would occur. No mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XX. WILDFIRE

Environmental Setting

The Project site is not in a Fire Hazard Severity Zone (FHSZ) mapped on the FHSZ Viewer maintained by the California Department of Forestry and Fire Protection (CAL FIRE 2020). The Project site is not in Wildland-Urban Interface mapped by the US Forest Service (USFS 2020). The Project site is in a Local Responsibility Area (LRA) where the City of Long Beach would have financial responsibility for wildfire prevention and suppression. However, no fire hazard severity zones are designated in the City of Long Beach (CAL FIRE 2020).

IMPACT ANALYSIS

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.

Artesia Parcels and McDonald Trust Parcels

The Project site is not in located a fire hazard severity zone (FHSZ) or in a State Responsibility Area (SRA). Project development would not impair implementation of the City of Long Beach Hazard Mitigation Plan, and no impact would occur. No mitigation is required.

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?

Less than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project site is not in an FHSZ or in SRA. Project development would not exacerbate wildfire risks. Development would involve vegetation clearance on the Project site and would involve installation of limited amounts of landscaping along the Project site perimeter. The addition of landscaping to the site would be ornamental and would be irrigated; therefore, it would not exacerbate wildfire risks. No impact would occur and no mitigation is required.

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.

Artesia Parcels and McDonald Trust Parcels

Project development would involve installation and maintenance of roadways, driveways and drive aisles, and utilities onsite. The Project site, however, is not in an FHSZ or in SRA. Development would not involve installation of maintenance of infrastructure offsite or in a FHSZ or in SRA. The installation and maintenance of infrastructure by Project development would not exacerbate wildfire risks. No impacts would occur and no mitigation is required.

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.

Artesia Parcels and McDonald Trust Parcels

The Project site is not in an FHSZ or in SRA. Project development would not exacerbate wildfire risks on or next to the site; and thus, would not expose people or structures to secondary risks arising from wildfires (e.g., flooding, landslides, or slope instability). Impacts would be less than significant, and no mitigation is required.

MITIGATION PROGRAM

No mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

IMPACT ANALYSIS

Does the Project:

a) Have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

As described throughout the analysis in Section 5.0 of this document, with the incorporation of the identified mitigation measures, implementation of the Project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory. With respect to the quality of the environment, the Project would not preclude the ability to achieve long-term environmental goals. Thus, no significant impact would occur, and no mitigation is required.

b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental efforts 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 probably future projects)?

Less Than Significant Impact.

Artesia Parcels and McDonald Trust Parcels

The Project's impacts were analyzed on a cumulative basis, especially related to air quality and GHG impacts, where emissions combine with both construction and operational emissions from other projects. These cumulative impacts were evaluated for the applicable cumulative area, including the air basin, the local region, the state, and globally where appropriate. As identified in the preceding analysis provided in Section 5.0 of this document, all project-level impacts related to air quality and GHG have been determined to be less than significant. Thus, the Project's impacts would be limited and its contribution to cumulative impacts would not be cumulatively considerable.

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

Less Than Significant Impact With Mitigation Incorporated.

Artesia Parcels and McDonald Trust Parcels

Based on the analysis of the above-listed topics, the Project could have the potential to impact human beings, either directly or indirectly; however, the implementation of the mitigation measures described throughout this document would reduce all such potential impacts to less than significant levels.

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MND 07-20 Appendices List

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