

APPENDIX A

IS, NOP and NOP Comment Letters

Globemaster Corridor Specific Plan Initial Study

Prepared for:

City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Contact: Craig Chalfant, Senior Planner

Prepared by:

DUDEK
38 North Marengo Avenue
Pasadena, California 91101
Contact: Ruta K. Thomas, REPA

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
BP	Business Park
CALUP	County Airport Land Use Plan
CBC	California Building Code
CC	Community Commercial
CCA	Commercial
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CMP	Congestion Management Program
CMTC	California Manufacturing Technology Center
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
dB	decibels
DI	ductile iron
DOD	Department of Defense
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMSI	Economic Modeling Specialists International
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FONSI	Findings of No Significant Impact
GCSP	Globemaster Corridor Specific Plan
GHG	greenhouse gas
HCP	Habitat Conservation Plan
IC	Industrial Commercial
IG	General Industrial
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
LACFCD	Los Angeles County Flood Control District
LACSD	Los Angeles County Sanitation District
LBFD	Long Beach Fire Department
LBGO	Long Beach Gas and Oil Department
LBMC	Long Beach Municipal Code
LBPD	Long Beach Police Department
LBUSD	Long Beach Unified School District

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Acronym/Abbreviation	Definition
LBWD	Long Beach Water District
LOS	level of service
MND	Mitigated Negative Declaration
MWDSC	Metropolitan Water District of Southern California
NC	Neighborhood Commercial
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
OCTA	Orange County Transit Authority
OEA	Office of Economic Adjustments
PD-19	Planned Development 19
PM10	particulate matter less than or equal to 10 microns in diameter
PM2.5	particulate matter less than or equal to 2.5 microns in diameter
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
RSF	Regional-Serving Facilities
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEASP	Southeast Area Specific Plan
SR	State Route
USFWS	U.S. Fish and Wildlife Services
UWMP	Urban Water Management Plan
VCP	vitrified clay pipe

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1 INTRODUCTION

1.1 Project Overview

The Globemaster Corridor Specific Plan (GCSP; Proposed Project) provides a framework for the development and improvement of the Specific Plan land use districts and overlay zones. The Globemaster Corridor Specific Plan area (Plan Area) totals 438.3 acres and is located in the central portion of the City of Long Beach (City).

The Proposed Project applicant is the City of Long Beach. The City has developed a Specific Plan as part of a comprehensive transition program in the wake of the closure of the C-17 Globemaster military aircraft production facility owned by the Boeing Corporation (C-17 Site). The GCSP will build upon the previously developed C-17 Transition Master Plan and provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area. The C-17 Site is generally located between Cherry Avenue to the west and the Long Beach Airport to the north, east, and south. The Plan Area encompasses the approximately 93-acre former Boeing aircraft manufacturing facilities and the broader areas along Cherry Avenue and Spring Street.

Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the Specific Plan aims to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The GCSP represents the next step in the overall transition of the former Boeing C-17 Site and surrounding Plan Area. The Specific Plan assigns appropriate land use districts for land properties within the Plan Area, including six land use districts and three overlay zones. The Specific Plan establishes a land use and mobility plan, development regulations, design guidelines, infrastructure requirements and implementation strategies necessary to becoming a flexible commercial, industrial, and mixed-use district in the City.

1.2 California Environmental Quality Act Compliance

The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (Public Resources Code [PRC] § 21000 et seq.: “CEQA”) to determine if approval of the discretionary actions requested and subsequent development of the Plan Area could have a potentially significant impact on the environment.

This Initial Study has been prepared by the City as the lead agency in accordance with the State CEQA Guidelines to evaluate the potential environmental effects and to determine whether an

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Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Proposed Project. The Initial Study has also been prepared to satisfy CEQA requirements of other agencies that may provide approvals and/or permits for the Proposed Project.

Considering the Proposed Project has the possibility of creating a significant impact, the preparation of an EIR is required by CEQA. Furthermore, as required by State CEQA Guidelines Section 15126.6, the City will include the consideration and discussion of alternatives to the Proposed Project in the EIR.

1.3 National Environmental Policy Act Compliance

The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with the National Environmental Policy Act (Title 42 of the United States Code [U.S.C.] § 4321 et seq: “NEPA”) to determine if approval of the discretionary actions requested and subsequent development of the Plan Area could have a potentially significant impact on the environment.

Considering the Proposed Project has the possibility of creating a significant impact, the preparation of an EIS is required by NEPA. Furthermore, as required by the Council on Environmental Quality’s NEPA Guidance, the City will include the consideration and discussion of alternatives to the Proposed Project in the EIS.

1.4 Purpose of the Initial Study

The intent of this document is to provide an overview and preliminary analysis of the environmental impacts associated with the implementation of the Proposed Project. This document is accessible to the public, in accordance with CEQA and NEPA, to receive feedback and input on topics to be discussed in the joint EIR/EIS.

1.4 Public Review Process

Pursuant to State CEQA Guidelines Section 15105(b), the Initial Study will be available for a public comment period of no less than 30 days from September 12, 2018 to October 11, 2018. In reviewing the Initial Study, affected public agencies and the interested public should focus on the sufficiency of the document in identifying the potential impacts of the Proposed Project on the environment.

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Comments may be made on the Initial Study in writing before the end of the comment period. Following the close of the public comment period, the City will consider this Initial Study and comments thereto in preparing the EIR/EIS. Written comments on the Initial Study should be sent to the following address by October 11, 2018:

City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Attn: Craig Chalfant, Senior Planner

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2 PROJECT DESCRIPTION

2.1 Introduction

The City developed a comprehensive transition program in the wake of the closure of the C-17 Site, known as the C-17 Transition Master Plan. Owned by the Boeing Corporation (Boeing), formerly McDonnell Douglas, the C-17 Site includes approximately 1.8 million square feet of Boeing manufacturing facilities located on approximately 93 acres.

The C-17 Site is generally located between Cherry Avenue to the west (excluding parcels directly fronting Cherry Avenue) and the Long Beach Airport to the north, east, and south. The City's transition program also included a broader study area, which includes the C-17 site and its immediate surroundings, to assess any opportunities and impacts to nearby sites as a result of the C-17 Site closure. The Plan Area encompasses the approximately 93-acre former Boeing aircraft manufacturing facilities site, as well as the broader areas along Cherry Avenue and Spring Street.

Impacts of the C-17 Site Closure

In September 2013, the Department of Defense (DOD) notified Boeing, manufacturer of the C-17 Globemaster military aircraft, that it would no longer place future orders for the C-17. In April 2014, Boeing announced it would close C-17 production plants by mid-2015 due primarily to the termination of DOD contracts, which represented the single largest demand for the aircraft. Boeing closed the C-17 Site in December 2015. At its peak, the C-17 Site employed up to 5,000 people; however, since 2010, Boeing has steadily downsized the C-17 workforce in anticipation of the closure.

Though Boeing has closed the C-17 Site, the company is committed to a long-term presence in the City and intends to retain maintenance facilities at the site for the Boeing and McDonnell Douglas/Douglas aircrafts (including the historic DC-9 and DC-10 aircrafts).

A study conducted by Economic Modeling Specialists International (EMSI) anticipated that the closure of the C-17 Site would result in an overall loss of nearly 5,000 jobs. This includes the elimination of approximately 1,158 Boeing jobs at the C-17 production site, plus an estimated 3,781 jobs in the related supply chain. EMSI's analysis shows that for every laid-off Boeing employee, 2.68 jobs in other industries will also disappear (a job multiplier of 3.68). The EMSI study also estimated that the closure would result in a \$417 million reduction in regional earnings, \$190 million of which stem from the jobs removed at the facility. Aside from manufacturing, engineering, and project management jobs within the aerospace/defense sector, other job losses are anticipated to occur in the service realm, including health care; retail trade; professional, scientific, and technical services; accommodation and food services; and administrative support services.

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Department of Defense Grant

In anticipation of the C-17 Site closure and the potential effects the closure would have on the City and its surroundings, the City applied for and was awarded a grant from the DOD Office of Economic Adjustments (OEA) to prepare and implement the Boeing C-17 Transition Program.

The City identified the following three separate activity tracks for the preparation of the C-17 Transition Master Plan:

1. **Economic Development Planning** – Activities under this track focused on the economic development planning necessary to adjust effectively to impacts from Boeing facility closures and identify opportunities to advance the site, the supply chain, and the regional cluster in a forward direction.
2. **Land Use and Infrastructure Planning** – Activities under this track focused on an assessment of the existing conditions of the C-17 Site, with specific attention on compatibility and the operational needs of the Long Beach Airport, as well as conceptual reuses of the site and prospective site development opportunities.
3. **Assistance to Impacted Defense Firms and Workers** – Activities under this track focused on assistance to impacted firms and workers. Since announcing its closure in 2013, Boeing has worked with partners such as the City, Pacific Gateway, Los Angeles County Economic Development Corporation, and other groups to help transition both its individual workers and the regional sector as a whole. This track will establish a Boeing and defense dislocated worker case-management tracking and training program, and directly assist impacted suppliers through the City’s existing contract with the California Manufacturing Technology Center (CMTC). Interaction with parallel efforts to dispose of excess C-17 production tooling and equipment is also a component of this track.

The C-17 Transition Master Plan resulted in a detailed analysis of existing economic, land use, and infrastructure conditions in the Plan Area; alternative land use scenarios for the C-17 Site; and a planning and urban design framework for the Plan Area’s C-17 Transition Master Plan. Other recently completed or current City plans include the Draft Land Use Element Environmental Impact Report (EIR), the recently completed EIRs for the Midtown Specific Plan and Southeast Area Specific Plan (SEASP), and the Noise Element and Climate Action and Adaptation Plans that are currently underway in the City.

As the results of the C-17 Transition Master Plan revealed the need for comprehensive planning that addressed land use, economic development, and infrastructure improvements in the Plan Area, the City determined that a Specific Plan was the appropriate tool to approach each need

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holistically. The GCSP provides a combined land use and mobility plan, development regulations, and design guidelines, as well as implementation measures that work together to advance the objectives of the C-17 Transition Master Plan.

The GCSP builds upon the C-17 Transition Master Plan to provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area.

2.2 Project Location

The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area is approximately 3 miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located 8 miles south and is also owned and operated by the City. The Plan Area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint. Figure 1 (Regional Context) shows a map of the Plan Area in its regional context.

The Plan Area totals approximately 438.3 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area is the Lakewood and Skylinks Golf Courses and the Douglas Park master-planned business park. Figure 2 (Local Context) provides a map of the Plan Area's local context.

2.3 Surrounding Land Uses

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Specific land uses surrounding the Plan Area are detailed below:

North: The Plan Area extends north along Cherry Avenue and past Carson Street. The land use to the northwest of the Plan Area consists of single-family residential uses. A self-storage facility and the All Souls Cemetery are directly north of the Plan Area. The Long Beach Airport also extends north of the Plan Area.

South: Industrial and commercial land uses within the City of Signal Hill are located directly south of the Plan Area. Additionally, an open space area associated with Willow Springs Park is located south of the Plan Area. The Long Beach Airport also extends south of the Plan Area.

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East: The majority of the eastern boundary of the Plan Area is adjacent to the Long Beach Airport. The City of Lakewood is adjacent to the Plan Area to the northeast. Land uses in this part of the City of Lakewood include industrial properties, as well as a small amount of medium-density to high-density residential and low density residential uses. The I-405 freeway passes through the Plan Area and continues southeast of the Plan Area.

West: The majority of the land located west of the Plan Area consists of single-family residential uses within the City of Long Beach. The City of Signal Hill borders the southwestern portion of the Plan Area and includes commercial and industrial land uses, as well as a small amount of low-density to medium-density residential uses, Reservoir Park (a small open space area associated with Gundry Reservoir), and Burroughs Elementary School. Additionally, the I-405 freeway passes through the Plan Area and continues west of the Plan Area.

2.4 Existing Setting

2.4.1 Existing Land Uses and Development

The Plan Area and surrounding area is characterized as an urban, developed commercial, industrial, and residential area. The most prominent land use adjacent to the Plan Area is the Long Beach Airport to the north, east, and south. The Plan Area and all surrounding properties have undergone disturbance previously resulting from development of the commercial, industrial, and residential uses that surround it.

The Plan Area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities that would encourage walking through the Plan Area. Figure 3 (Existing Land Uses) illustrates the pattern of existing land uses as of 2017.

Northern Area - Auto-Oriented Commercial

The northern portion of the Plan Area is characterized by primarily non-descript, single-story auto-oriented commercial uses, including auto-service shops, car dealerships, and strip commercial centers. The Long Beach Town Square shopping center is the largest shopping center in this area and includes a Ralphs grocery store, T-Mobile retail center, fast food restaurants, and other community-serving commercial uses.

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Central Core Area – Industrial

The central core portion of the Plan Area is home to primarily industrial uses, including the former Boeing C-17 Site comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space and associated buildings. To the east of these buildings are airport-owned property used for airport-related uses and taxiing planes to the runways. Along Cherry Avenue in the central core are industrial uses and auto-oriented commercial establishments such as fast-food restaurants; car wash, rentals and sales; and a gas station.

Southern Area – Commercial/Industrial

The southern portion of the Plan Area includes primarily large-scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue uses transition to more commercial/office related businesses, including a new multi-story office building, motorcycle dealership, and a new retail center under construction at the Cherry Avenue/Spring Street intersection. A large oil-extraction site is located at the southeast corner of Spring Street and California Avenue.

Southeastern Area – Industrial

The southeastern portion of the Plan Area, north of Spring Street, is owned by the airport and comprised of several large aircraft buildings, including the Pilot Shop, Long Beach Flying Club, the Daughtery Sky Harbor building, and ATP Flight School. Areas south of Spring Street consist of a mix of commercial, office, warehouse, and construction-related uses.

2.4.2 Policy Context

Draft General Plan

The City is in the process of updating the Land Use Element of the General Plan. The existing Land Use Element was last comprehensively updated in 1989. The 1989 General Plan identified the majority of the Plan Area as 9G (General Industry). Figure 4 (General Plan Designations) depicts the existing general plan land uses and proposed general plan land uses for the City. The area east of the former Boeing C-17 Site, adjacent to the airport, is designated 12 (Harbor/Airport), which requires special planning documents (i.e., an Airport Layout Plan) to govern land use development. The northern portion to the east of Cherry Avenue is designated as 9R (Restricted Industry) and 8A (Traditional Retail Strip Commercial). South of the I-405 freeway, the Plan Area is designated 9R (Restricted Industry) and 7 (Mixed-Uses) to the east; and 9G (General Industry), 8A (Traditional Retail Strip Commercial), and 11 (Open Space/Parks) to the west (City of Long Beach 1989).

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On March 6, 2018, the City Council adopted maps by Council District for the updated Land Use Element and Urban Design Element (City of Long Beach 2018). The City currently envisions maintaining the Cherry Avenue Corridor for community commercial uses. The C-17 Site and adjacent area to the east near the airport are designated RSF (Regional-Serving Facilities). The northern portion of the Plan Area east of Cherry Avenue is designated CC (Community Commercial). South of the I-405 freeway, the Plan Area is CC (Community Commercial), I (Industrial), NI (Neo Industrial), and OS (Open Space) (City of Long Beach 2018).

Existing Zoning

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulates land use development within the City. Within each zoning district, the Zoning Regulations specify the permitted and prohibited uses, as well as the development standards, including setbacks, height, parking, and design standards, among others. Figure 5 (Existing Zoning) identifies the current zoning in the Plan Area. The C-17 Site is located within the Planned Development 19 (PD-19) zoning area. The Cherry Avenue Corridor area is located in the IG (General Industrial) zone, as is the portion of the Plan Area north of Wardlow Road. The northern portion of the Plan Area to the east of Cherry Avenue is designated as IG (General Industrial) and CCA (Commercial). South of I-405 the Plan Area is designated IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional).

2.4.3 Airport Compatibility

The proximity of the Plan Area to the Long Beach Airport will require that future land uses within the Plan Area be compatible with airport operations. The Specific Plan would comply with airport compatibility standards set forth by both the 2004 Los Angeles County Airport Land Use Plan (CALUP) and 2011 California Airport Land Use Planning Handbook (Handbook). The compatibility criteria adopted by the Airport Land Use Commission (ALUC) for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses.

For compatibility planning purposes, four aeronautical factors are considered:

- **Noise** is the impact most directly affected by the airport activity forecasts. The City's Airport Noise Compatibility Ordinance (LBMC 16.43) and land use patterns protect noise-sensitive land uses (e.g., residences, schools, nursing homes, etc.) from being exposed to aircraft-related noise levels in excess of 65 decibels (dB) CNEL. The majority of the Plan Area is outside of the airport's 65 dB CNEL contour (CALUC 2004).
- **Overflight** pertains to areas beyond the noise contours where aircraft noise can be annoying or disruptive. Locations underlying the airport's typical traffic patterns are

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considered to be within the airport's overflight impact area. Section V Statement of Land Use Compatibility, of the 2004 CALUP, identifies the compatibility of certain types of land uses within areas exposed to aircraft-related noise, which should be used to evaluate projects within the ALUC's planning boundary (CALUC 2004).

- **Safety** is concerned with the risks that potential aircraft accidents or emergency landings pose to people and property on the ground. The California Airport Land Use Planning Handbook provides a set of safety zones that delineate the locations where heightened risk levels may warrant restrictions on land use development.
- **Airspace protection** is critical to airport viability in that airspace obstructions can be hazardous to flight and can necessitate changes to aircraft flight procedures. Hazards to airspace include physical (e.g., tall structures, thermal plumes, etc.), visual (e.g., light, glare, dust, steam or smoke), and electronic (i.e., hazards that may cause interference with aircraft communications or navigation). The FAA has well-defined standards by which potential hazards to flight, especially airspace obstructions can be assessed. Height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area.

2.4.4 Circulation and Site Accessibility

Street Network

The existing circulation network in the Plan Area is essentially a grid system of roadways generally oriented in the north-south and east-west directions. The I-405 freeway, Cherry Avenue, Carson Street, Spring Street, Bixby Road and Wardlow Road provide primary connectivity to local and regional areas. The main users for these facilities are commuters with major destinations occurring to/from the freeways and airport facilities. Due to the auto-orientation of the land uses in the Plan Area and the dependency on vehicles to access the Plan Area, there is not an emphasis in the overall block structure and public realm to support pedestrian, bicycle, and other modes of active transportation. Most streets in the Plan Area lack features and amenities such as shading, bike racks, benches, and bus shelters that are needed to support a multi-modal transportation network.

- **Cherry Avenue** is generally a four-lane, divided roadway separated by a two-way left-turn lane, oriented in the north south direction that traverses through the middle of the project site. On-street parking is permitted on both sides of the street. Multiple driveways are located along Cherry Avenue, which provide full access to the existing businesses. Sidewalks are generally provided and are adequate north of Wardlow Road. However, south of Wardlow Road, sidewalks are generally located on one side of the road or

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missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Cherry Avenue as a Major Avenue.

- **Lakewood Boulevard** is generally an eight-lane roadway south of Conant Street and a six-lane roadway north of Conant Street oriented in the north–south direction and is located east of the project site and airport. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Lakewood Boulevard as a Regional Corridor.
- **Walnut Avenue** is oriented in the north–south direction and provides access to the site via multiple full-access driveways. On-street parking is permitted on both sides of the street. Sidewalks are generally provided and are adequate north of 33rd Street. However, south of 33rd Street, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Walnut Avenue as a Local Street.
- **Cover Street** is oriented in the east–west direction and provides connectivity between Cherry Avenue and Lakewood Boulevard. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Cover Street as a Neighborhood Connector.
- **Wardlow Road** provides east–west connectivity between Cherry Avenue and Walnut Avenue. Wardlow Road also extends to the eastern portion of the project site and terminates at the airport. However, Wardlow Road continues just east of Lakewood Boulevard. On-street parking is generally permitted on both sides of the street, west of Cherry Avenue. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates Wardlow Road as a Minor Avenue.
- **32nd Street** is oriented in the east–west direction. In direct proximity to the site, 32nd Street consists of an alleyway that traverses the project site. Along this alleyway, multiple gated areas restrict through-traffic to some users. Sidewalks are generally provided and are adequate west of Orange Avenue. However, east of Orange Avenue, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City's Mobility Element designates 32nd Street as a Local Street.
- **Spring Street** is generally a four-lane roadway with a center turn island. Spring Street is oriented in the east–west direction and provides a major point of access to the Plan Area from the south. On-street parking is permitted on both sides of the street. Multiple

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driveways are located along Spring Street, which provide full access to the existing businesses. Sidewalks are provided on both sides of the street in the Plan Area. Crosswalks are provided at all signalized intersections. The City's Mobility Element designates Spring Street as a Major Avenue in the Plan Area.

- **Temple Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Temple Avenue is a two-lane roadway that has discontinuous sidewalks on either side. There is only a sidewalk on the west side of Temple Avenue in the Plan Area. A portion of the Plan Area includes the I-405 freeway overpass at Temple Avenue, which connects the Long Beach Airport industrial areas with other industrial uses to the south of the I-405 freeway. The City's Mobility Element designates Temple Avenue as a Neighborhood Connector.
- **Redondo Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Redondo Avenue is a two-lane roadway that connects industrial portions of Long Beach near the I-405 freeway and the Plan Area with the residential portions moving towards the coast. Sidewalks are provided on both sides of the street in the Plan Area. The roadway borders the City of Signal Hill on its eastern boundary. The City's Mobility Element designates Redondo Avenue as a Major Avenue.

Truck Routes

Designated truck routes provide for the regulated movement of truck traffic through the City, and minimizes intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes are intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary truck routes in close proximity to the project site are provided via Cherry Avenue, Lakewood Boulevard, Carson Street, Spring Street, and Orange Avenue. Regional freeway access is provided at the Cherry Avenue/I-405 freeway interchange.

Transit Service

Transit routes in the City consist of both metro rail and bus routes. The bus lines servicing the City consist of Long Beach Transit (LB Transit), Metro, and Orange County Transit Authority (OCTA). LB Transit provides service throughout Long Beach, Lakewood, and Signal Hill. LB Transit has 34 bus routes and nearly 2,000 bus stops throughout the City. Most LB Transit routes run seven days a week and all routes are wheelchair accessible. There are four routes that travel to and from the Long Beach Airport, providing connections with the Metro light rail service to

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Los Angeles, El Segundo, and Norwalk, as well as to all Long Beach neighboring cities: Carson, Compton, Paramount, Bellflower, Artesia, Cerritos, Hawaiian Gardens, and Norwalk.

The Plan Area is serviced via LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road.

- **LBT Line 21** operates between the northern and southern limits of the City. A major destination along Line 21 includes downtown Long Beach. Service is provided Monday through Friday from approximately 5:00 AM to 12:35 AM and on Saturdays/Sundays from 5:25 AM to 12:35 AM. In general, travel times from the Plan Area to downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.
- **LBT Line 22** operates between the northern and southern limits of the City. A major destination along Line 22 includes downtown Long Beach. Service is provided Monday through Friday from approximately 5:20 a.m. to 7:05 p.m. and on Saturdays/Sundays from 6:00 a.m. to 8:05 p.m. In general, travel times from the project to downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.
- **LBT Line 131** operates between Redondo Beach and Seal Beach. Major destinations along Line 131 include the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay. Service is provided Monday through Friday from approximately 6:39 a.m. to 9:06 p.m. and on Saturdays/ Sundays from 6:38 a.m. to 8:40 p.m. In general, travel times from the project site to the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay would take around 10 minutes, 15 minutes, and 50 minutes, respectively. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.

Bicycle Network

In early 2010, the City earned an innovation award from the Institute of Transportation Engineers (ITE) for the installation of the City's green lane project in Belmont Shore, which installed sharrows, bike boxes, and green bike lanes. In addition, the City has implemented wayfinding information for cyclists. The City has over 60 miles of off-street bike and pedestrian paths. Significant paths include Shoreline Pedestrian/Bicycle Path, Los Angeles River Bike Trail, San Gabriel River Bike Trail, El Dorado Park Bike Path, and Heartwell Park Bike Path.

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The local bicycle facilities within and in close proximity to the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. Each of these facilities is designated as follows:

- Spring Street – Class II Bike Lane
- Bixby Road – Class II Bike Route
- Orange Avenue – Class II and III Bike Lane
- Carson Street – Class II Bike Lane
- Cover Street – Class III Bike Lane

Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City. As part of the updated Mobility Element, the Bixby Road bike route will ultimately connect to the Los Angeles River Bike Trail to the west, the Spring Street bike route will connect through to the Santa Fe Trail, and the Orange Avenue bike route will extend south from Wardlow Road all the way to the Pacific Coast Highway.

2.4.5 Infrastructure Systems

The public utility purveyors include water, wastewater, stormwater, gas, and electric utilities. This section presents a breakdown of the existing public utility infrastructure, including any deficiencies, for the Plan Area and immediately adjacent surroundings.

Water

The Plan Area is locally serviced by the Long Beach Water District (LBWD), which serves as the retail water purveyor. LBWD acquires its drinking water from two main sources: groundwater pumped and treated from a large underground aquifer below the City, known as the Central Basin, and imported water purchased wholesale and delivered by the Metropolitan Water District of Southern California (MWDSC) as part of the California State Water Project. Approximately 42% of LBWD's total water supply is provided by groundwater with a small portion of their supply coming from reclaimed and recycled water that is used primarily to irrigate municipal landscapes. LBWD is also looking at plans to incorporate desalinated seawater as a future water source.

According to the 2015 Urban Water Management Plan (UWMP), LBWD has adequate supplies to meet projected demands throughout the 20-year planning period (through the year 2040) for a single dry-year supply and demand scenario and a multiple dry-year supply and demand scenario (City of Long Beach Board of Water Commissioners 2016).

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Based on a general assessment of the facility maps, the current water infrastructure appears acceptable to meet current demands. The existing water pipe delivery network does appear to be older in age based on the utilized pipe materials, including ductile iron (DI), asbestos concrete, cast iron, cement mortar lined, and cement. Ultimately, future PVC water improvements intended to service the Plan Area will likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street.

Wastewater

The LBWD also services the Plan Area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation District (LACSD). The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe (VCP). Based on a general assessment of the facility maps, the current wastewater infrastructure appears acceptable to meet the demands of the current land use. Future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk mains.

Storm Drain

The Los Angeles County Flood Control District (LACFCD) has jurisdiction over the Plan Area and provides stormwater collection and conveyance for a majority of the City. In the immediate Plan vicinity, as-built storm drain plans show a collection system commencing near the intersection of Spring Street and Lakewood Boulevard that traverses northwest to Wardlow Road and ultimately terminates near Orange Avenue.

The entire storm drain system appears to have enough capacity to handle current stormwater demands and seems to be in relatively good condition. Future storm drain laterals to service the Plan Area will more than likely connect into the existing storm drain system.

Gas

Gas utilities are currently being serviced by the Long Beach Gas and Oil Department (LBGO), which provides gas services to the Plan Area along with the majority of the City. Based on atlas maps provided by LBGO, existing gas mains ranging from 10 to 20 inches are located in Cherry Avenue with 4-inch-diameter gas mains also available along the Plan

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Area perimeter. Based on a general assessment of these facility maps, the current gas infrastructure appears acceptable to meet the demands of the current land use.

Electric

Electric utilities are currently being serviced by Southern California Edison (SCE), which provides energy services to the Plan Area, the City, and the greater Southern California area. Based on an SCE interactive distribution map last updated September 14, 2012, three substations (5738, 5753, and 5785) service the Plan Area with overlapping coverage. Although all of the substations servicing the area appear to be at or near capacity, the existing system is sufficient to meet the existing demands of the existing land use.

2.5 Statement of Purpose and Need for the Proposed Project

The GCSP will be a 21st Century innovation employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the district will continue to attract and optimize new work opportunities to retain the regional skills base, expertise and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. In addition to becoming a flexible, commercial, industrial, mixed-use district, incremental and strategic investments will foster pedestrian, bicycle and transit mobility, improve connectivity, provide open space and amenities, and enhance the design and functionality of the workforce environment. The GCSP will become a destination where leading-edge firms come to leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, I-405 freeway, and a thriving residential and business community.

2.6 Proposed Project Objectives

Section 15124(b) of the State CEQA Guidelines requires a project description to contain a statement of a project's objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the project. Section 15012.13 of NEPA requires that the environmental statement briefly specify the underlying purpose and need to which the agency is responding in proposing the proposed action. The applicant's objectives for the proposed project include:

- **Create a 21st Century Employment District that Fosters Innovation:** The workforce of the 21st century is seeking places that integrate jobs into active urban lifestyles. The Specific Plan will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, mixed-use, multi-modal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces and streetscapes. This goal also recognizes that maintaining

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affordability through adaptive reuse of existing buildings to create small-scale, low-rent, urban environments are important to attract and retain innovators.

- **Stimulate Economic Development and Job Growth:** A principal driver of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the former Boeing C-17 manufacturing plant. This will require a level of effort that extends beyond the controls of a land use plan, development standards, and implementing mechanisms found within the pages of the Specific Plan. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix of incentives to drive private investment to the district.
- **Cultivate the Existing Human Capital of Long Beach:** Human capital refers to the knowledge, skill sets, and motivation people have, which provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in the human capital of Long Beach and proactively connecting residents, and in particular former Boeing employees, with new job opportunities in the district, is an important goal of the GCSP.
- **Establish Cherry Avenue as a Multi-Modal Unifying Corridor:** Cherry Avenue is a central unifying spine for the GCSP and provides key gateways to the district at its intersection with Carson Avenue and Spring Street. The corridor is well-located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses, as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates a new identity for the district. Improving the “front door” of the GCSP by both incremental and comprehensive changes to Cherry Avenue will strengthen the economic, environmental, and visual performance of the district as a whole.
- **Increase Mobility Choices Throughout the Globemaster Corridor District:** Multiple transportation options can broaden the benefits of innovation to the City at large. For an innovation district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation can also give a district a

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competitive edge. The Globemaster Corridor District will leverage its local, regional, and global transportation connections by enhancing internal connectivity and increasing mobility options within and to/from the district.

2.7 Proposed Project

The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP (Figure 6, Globemaster Corridor Specific Plan). The key project components of the GCSP include the following:

Specific Plan

The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. Key components of the Specific Plan include:

- **Summary.** This chapter gives an overview of the purpose, vision and goals, plans, and implementation of the GCSP.
- **Context.** This chapter describes the history and existing conditions of the Plan Area, along with a summary of community workshop meetings.
- **Vision and Goals.** This chapter describes the vision for the overall plan, as well as the goals and policies.
- **Land Use and Mobility Plan.** This chapter describes recommended transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections, and identifies bicycle and pedestrian facilities, and nearby transit. The chapter also describes the application of six development districts and three overlay zones proposed as part of the GCSP:
 - **Business Park (BP)** district is intended as a campus-style district that supports a range of employment uses, including office, research and development, light industrial, and aviation-related uses. Development standards are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment. Increased building intensity is encouraged in exchange for the provision of community benefits.
 - **Community Commercial (CC)** district supports medium scale retail and service uses intended to serve the entire community including convenience and comparison shopping goods and associated services. Development standards are designed to

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- achieve a pedestrian-friendly environment where buildings address the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.
- **Neighborhood Commercial (NC)** district is a mixed-use district permitting small scale commercial uses and/or moderate density residential development (i.e, townhouse or row house residential units). Land uses are intended to support the local neighborhoods and job centers as well as the airport, with land uses that provide for day-to-day needs (e.g., laundry, convenient store, take-out and sit-down restaurants, professional services, beauty salon, hotel, etc.). Development standards are designed to achieve a pedestrian-friendly environment, where buildings are located at the front of the setback and parking is located behind the buildings.
 - **Industrial Commercial (IC)** district supports a mix of auto-oriented commercial and light industrial uses including research and development, flex space, warehousing, small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be low-scale, adaptively reused structures or modern industrial complexes in campus-like settings. Development standards are designed to address the streetscape to achieve a more inviting walking environment.
 - **General Industrial (IG)** district is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, food processing plants, as well as auto-related uses, filming studios, and support retail/commercial. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use, or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development standards are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.
 - **Open Space** district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the City.

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- **Aviation-Related Use Overlay Zone** is reserved for property immediately adjacent to the Long Beach Airport where an emphasis is placed on allowing aviation-related uses that need immediate access to the airport in order to conduct business compatible with airport operations.
- **Cherry Avenue Overlay Zone** is intended to allow complementary retail and restaurant amenities supportive of the underlying BP and IG districts and adjacent neighborhoods. Uses in this district are comparable to neighborhood-serving uses within the NC district. Development standards are designed to ensure that new uses are pedestrian oriented and address Cherry Avenue, either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.
- **Runway Safety Zone Overlay Zone** identifies property located within the flight path of the Long Beach Airport that may contain restrictive use and height constraints.
- **Land Use and Development Regulations.** This chapter provides development standards (building height, community benefits, setbacks, open space, parking, and adaptive reuse) and permitted uses within each development district and overlay zone.
- **Design Guidelines.** This chapter describes the building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.).
- **Infrastructure.** This chapter discusses the proposed distribution, location, and extent of the utilities infrastructure (water, sewer, and stormwater), and other essential facilities proposed to be located within the Plan Area.
- **Administration and Implementation.** This chapter discusses the general administration, review and approval process, actions for implementation of the GCSP, and a description of strategies for funding these improvements.

Table 1, Development Potential (Square Feet), summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. The development potential is calculated for two scenarios: the T1 scenario assumes that projects will build to the base height requirements as provided in Chapter 5, Land Use and Development Regulations of the Specific Plan; and, the T2 scenario assumes that projects will build to the T2 height requirements, which is a more intense scenario that factors higher height allowances in exchange for the provision of community benefits. Overall, under the maximum T2 scenario, the 438.3-acre Plan Area will accommodate approximately 4.7 million square feet of office (including medical office and research and development (R&D)) uses, 4.3 million square feet of industrial (including manufacturing and light industrial/warehousing) uses, 463,600 square feet of retail uses, 84,500 square feet of restaurant uses, and 178,600 square feet of hotel uses. In addition, the Plan Area anticipates approximately 16 residential units to occur within the Neighborhood Commercial land use designation.

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**Table 1
Development Potential (Square Feet)**

Existing Land Uses	Proposed Land Use Designations					
	Business Park Zone	Community Commercial	General Industrial Zone	Industrial Commercial	Neighborhood Commercial	Grand Total
<i>Commercial</i>	5,435	197,671	95,151	77,331	30,868	406,456
Auto, Recreation Equipment, Construction Equipment Sales and Service	5,435	18,293	80,037	51,282	1,827	156,874
Bank, Savings and Loan		4,507				4,507
Church					20,900	20,900
Club, Lodge Hall, Fraternal Organization				14,683		14,683
Non-Auto Service and Repair Shop, Paint Shop, or Laundry		36,824				36,824
Restaurant, Cocktail Lounge		8,006		11,366	5,706	25,078
Service Station			15,114		1,653	16,767
Shopping Center (Neighborhood, Community)		121,186				121,186
Store Combination		3,255				3,255
Store		5,600			782	6,382
<i>Industrial</i>	1,464,847	354,056	1,047,609	97,063	27,459	2,991,034
Food Processing Plant			7,369			7,369
Heavy Manufacturing	1,409,441	16,034	84,801			1,510,276
Light Manufacturing	55,406	25,040	482,147	87,319	27,459	677,371
Warehousing, Distribution, Storage		312,982	473,292	9,744		796,018
<i>Office</i>	13,174	3,280	97,629	40,682	0	154,765
Office Building	13,174		82,806	40,682		136,662
Professional Building		3,280	14,823			18,103
<i>Other</i>	0	0	540	9,148	0	9,688
Open Storage			540	9,148		9,688
Parking Lot (Commercial Use Property)	0	0		0		0
Parking Lot (Industrial Use Property)	0	0	0	0	0	0
Total Existing Land Uses	1,483,456	555,007	1,240,929	224,224	58,327	3,561,943
<i>Proposed Land Uses - T1 Development Potential</i>						
General Office	1,406,422	0	0	95,711	0	1,502,133
Medical Office	49,638			3,378		53,016
R&D	198,554			13,512		212,066
Manufacturing	1,486,697	0	810,740	100,246	0	2,397,683
Light Industrial/Warehousing	372,924	266,962	783,332	36,498		1,459,716

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**Table 1
Development Potential (Square Feet)**

Existing Land Uses	Proposed Land Use Designations					
	Business Park Zone	Community Commercial	General Industrial Zone	Industrial Commercial	Neighborhood Commercial	Grand Total
Retail	0	245,872	334,748	133,113	28,650	742,083
Restaurant	5,000	10,006	10,000	11,366	15,706	52,078
Hotel	0	91,000	0	0	0	91,000
Residential Units					16	16
Total T1 Development Potential	3,519,235	613,840	1,938,820	393,824	44,056	6,509,775
<i>Proposed Land Uses T2 – Development Potential</i>						
Office	3,755,154	0	0	260,031	0	4,015,185
Medical Office	132,535			9,178		141,713
R&D	530,139			36,710		566,849
Manufacturing	2,126,533	0	1,149,601	142,297	0	3,418,431
Light Industrial/Warehousing	526,633	266,962	868,047	47,011		849,607
Retail	0	253,277	368,577	145,444	9,939	463,602
Restaurant	15,000	25,506	39,500	11,366	18,206	84,500
Hotel	0	178,621	0	0	0	178,621
Residential Units					16	16
Total T2 Development Potential	7,085,994	724,366	2,425,725	652,037	28,145	9,718,508
<i>Market Demand (High 10-20 Years - including existing development)</i>					<i>10 Years</i>	<i>20 Years</i>
Office					843,862	1,551,062
Medical Office					43,063	104,229
R&D					11,398	22,797
Manufacturing					1,678,645	1,839,645
Light Industrial/Warehousing					3,088,389	4,703,389
Retail					601,205	821,032
Restaurant					133,351	241,624
Hotel					200,000	400,000
Total Market Demand					6,599,913	9,683,778

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2.8 Required Permits and Approvals

- Zoning Code Amendment
- General Plan Amendment
- Specific Plan Approval
- Program EIR Certification

References

Caltrans. 2011. California Airport Land Use Commission Handbook. October 2011. <http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>.

CALUP (Los Angeles County Airport Land Use Plan). 2004. Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. Revised December 1, 2004. http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

City of Long Beach. 2018. Final City Council Adopted Maps Long Beach 2040 General Plan Land Use and Urban Design Element. March 2018. <http://www.longbeach.gov/pages/city-news/long-beach-general-plan-update-is-here/council-districts-march/>.

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3 INITIAL STUDY CHECKLIST

1. Project title:

Globemaster Corridor Specific Plan

2. Lead agency name and address:

City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

3. Contact person and phone number:

Craig Chalfant, Senior Planner
(562) 570-6368

4. Project location:

The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area totals approximately 438.3 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area is the Lakewood and Skylinks Golf Courses and the Douglas Park master-planned business park.

5. Project sponsor's name and address:

City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

6. General plan designation:

Current: RSF (Regional-Serving Facilities), CC (Community Commercial), I (Industrial), NI (Neo Industrial), and OS (Open Space)

Proposed: CC (Community Commercial), N (Founding and Contemporary Neighborhood), NSC-L (Neighborhood-Serving Center or Corridor-Low), I (Industrial), RSF (Regional-Serving Facility), and OS (Open Space)

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7. Zoning:

Planned Development 19 (PD-19), IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional).

8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405, and surrounding residential and business community. See Section 2, Project Description, for further details.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Further details are provided in Section 2.3, Surrounding Land Uses.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Los Angeles County Airport Land Use Commission

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

Globemaster Corridor Specific Plan Initial Study/Environmental Assessment

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 and FINDINGS OF NO SIGNIFICANT IMPACT will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION and FINDINGS OF NO SIGNIFICANT IMPACT will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT and ENVIRONMENTAL IMPACT STATEMENT 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 and ENVIRONMENTAL IMPACT STATEMENT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, ENVIRONMENTAL IMPACT STATEMENT, NEGATIVE DECLARATION, or FINDINGS OF NO SIGNIFICANT IMPACT pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT ENVIRONMENTAL IMPACT STATEMENT, NEGATIVE DECLARATION, or FINDINGS OF NO SIGNIFICANT IMPACT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

9/12/18
Date

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3.1 Aesthetics

	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project have a substantial adverse effect on a scenic vista?*

Potentially Significant Impact. The viewshed experienced from public areas in the vicinity of the Plan Area is dominated by views of commercial, industrial, and residential development. However, the City of Long Beach General Plan Scenic Routes Element identifies vistas of the ocean, port facilities, oil islands, and flood control channels as valuable view assets. Additionally, Signal Hill, although a separate political entity, is also identified as a visual asset within the City (City of Long Beach 1975). Implementation of the proposed Specific Plan could have a substantial adverse effect on a scenic vista. Therefore, impacts are considered **potentially significant** and this issue will be examined further in the EIR/EIS.

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

No Impact. The City of Long Beach does not have any officially designated state scenic highways within the City’s limits. The Pacific Coast Highway, State Route (SR) 1, which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway, but is not officially designated. It is located approximately 1.3 miles south of the Plan Area (Caltrans 2011). Due to the distance between the Plan Area and SR-1, and because of the intervening development, the Plan Area would not be located within the viewshed of this eligible highway. Therefore, the Proposed Project would result in **no impact** to scenic resources within a state scenic highway. This issue will not be further analyzed in the EIR/EIS.

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- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact. As described in Section 2, Project Description, the GCSP involves the development and improvement of the 483.3-acre Plan Area through design guidelines related to Specific Plan land use districts and overlay zones. As such, the Proposed Project would result in new development regulations guiding the overall visual character of the Plan Area. The existing visual character of the Plan Area and the surrounding vicinity can be characterized by urban development consisting of commercial, industrial, and residential development near the Long Beach Airport. Further analysis is required to determine the Proposed Project's potential changes to the existing visual character of the surrounding Plan Area. Therefore, impacts are considered **potentially significant** and this issue will be further examined in the EIR/EIS.

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

Potentially Significant Impact. Existing sources of light and glare in the Plan Area include the existing commercial, industrial, and residential development. Despite the Plan Area being in an urban setting with existing sources of light and glare, implementation of the Specific Plan could create new sources of light or glare within the Plan Area. Therefore, impacts are considered **potentially significant** and this issue will be further examined in the EIR/EIS.

References

California Department of Transportation (Caltrans). 2011. Caltrans Officially Designated Scenic Highways. Accessed October 7, 2014: http://www.dot.ca.gov/hq/LandArch/scenic_highways/lanageles.htm.

City of Long Beach. 1975. *Scenic Routes Element (Scenic Highways)*. May 9, 1975.

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3.2 Agriculture and Forestry Resources

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

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

No Impact. The project site is located in an urbanized area. According to the California Department of Conservation’s California Important Farmland Finder, most of Los Angeles County is not mapped under the Farmland Mapping and Monitoring Program, and thus, does not contain Prime Farmland, Unique Farmland, or Farmland of State

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Importance (collectively “Important Farmland”) (DOC 2017). As such, **no impact** would result under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. The Los Angeles County Williamson Act 2015/2016 Map designates the project site and surrounding land as non-Williamson Act Land (DOC 2016). Since the project site is not an agricultural land use and is not under a Williamson Act contract, **no impact** to an agricultural use or Williamson Act contract would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. The Plan Area is zoned Planned Development 19 (PD-19), IG (General Industrial), CCA (Commercial), P (Park), and I (Institutional). No forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Sections 12220 (g), 4526, or 51104 (g)) are located within or adjacent to the project site. Therefore, the Proposed Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist. The Proposed Project would be constructed within an existing commercial site. Therefore, **no impact** to forest land or timberland would occur. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. See response to item 3.2(c) above. The Proposed Project would be located on an existing commercial site. Therefore, no loss or conversion of forest land would result from implementation of the Proposed Project. **No impact** would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. See responses 3.2(a), 3.2(c), and 3.2(d) above. The Plan Area and most of Los Angeles County is not mapped under the Farmland Mapping and Monitoring Program, and thus, does not contain Important Farmland. No forest land areas, as defined in PRC 12220(g), are located within, or adjacent to, the project site. Therefore, changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use would not occur. **No impact** would occur under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

References

DOC (Department of Conservation). 2016. “Los Angeles County Williamson Act FY 2015/2016.” Accessed August 2018. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf.

DOC. 2017. Los Angeles County Important Farmland 2016. Published July 2017. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The Plan Area is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for implementing pollution control strategies through the Air Quality Management Plan (AQMP). The Southern California Association of Governments (SCAG) prepares population, housing, and employment projections that aid SCAQMD in developing these strategies. Implementation of the Specific Plan could result in an increase in stationary and mobile sources of emissions. Thus, the Specific Plan could have an adverse effect on the SCAQMD's implementation of the AQMP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact. Implementation of the Proposed Project would include redevelopment of the former C-17 Site and surrounding area to allow for an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. The Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from the C-17 Site closure). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Although implementation of the GCSP development regulations could result in a similar development intensity as compared to current development regulations, the Proposed Project could result in increased traffic volumes, which could increase air pollutant emissions and violate air quality standards. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. The Proposed Project could result in a cumulatively considerable net increase of criteria pollutants under nonattainment according to a federal or state standard. Criteria pollutants under nonattainment in the Basin include ozone and particulate matter (PM₁₀ and PM_{2.5}) (SCAQMD 2017). Ozone formation resulting from

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vehicle emissions upon GCSP buildout could contribute to long-term air quality impacts. Further investigation is required to determine the Proposed Project's potential to result in a considerable net increase of these criteria pollutants. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Typical sensitive receptors include residences, schools, playgrounds, childcare facilities, athletic facilities, convalescent centers, retirement homes, and health care facilities. Population groups such as children, the elderly, and acutely and chronically ill persons are considered more sensitive to air pollution. The Plan Area is adjacent to single- and multi-family residences, an elementary school, and a park. As previously discussed, implementation of the Specific Plan could significantly contribute to regional and localized air pollution emissions in the Plan Area due to increased vehicle emissions, thus, potentially impacting sensitive receptors. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

e) Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Implementation of the Proposed Project could introduce objectionable odors affecting a substantial number of people. Odors associated with waste and chemicals used during cleaning and facility maintenance may be released from the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

References

SCAQMD (South Coast Air Quality Management District). 2017. *Final 2016 Air Quality Management Plan*. March 2017. Accessed November 20, 2017. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

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3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. The City is largely urbanized. In general, suitable habitat for sensitive species, or special-status species, does not occur within the City. Under the existing conditions, the C-17 Site is highly disturbed and generally does not support vegetation. The majority of the Plan Area consists of commercial and industrial uses with

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some vegetation and small amounts of unpaved areas. However, the vegetation is ornamental in nature and the Plan Area is entirely surrounded by urban development. As such, the minimal amounts of vegetation present in the Plan Area are not likely to serve as suitable habitat for wildlife.

An electronic database review of the Long Beach Quadrangle and surrounding quadrangles in the California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Services' (USFWS) Information for Planning and Consultation (iPAC) was conducted. According to the database review, the Plan Area has been significantly disturbed; but there may be some natural vegetation that could support special-status species (i.e., California gnatcatcher) in the southwestern corner of the Plan Area, within the Willow Springs Park. This portion of the Plan Area is proposed as the Open Space Land Use District, and would remain undisturbed. Therefore, potential impacts to special-status species, including California gnatcatcher, are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

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

No Impact. The Plan Area is currently developed with commercial uses and is surrounded by commercial and residential uses. The project site supports limited ornamental vegetation consisting of ornamental trees, grasses, and shrubs. Because the vegetation is ornamental in nature and is situated in an urban environment, it does not constitute a sensitive natural community in and of itself. Thus, riparian habitats and sensitive natural communities do not exist within the Plan Area, and the Proposed Project would result in **no impact** on riparian habitats and other sensitive natural communities. This issue will not be analyzed further in the EIR/EIS.

- c) *Would the project 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. The Plan Area does not support any aquatic resources regulated by the U.S. Army Corps of Engineers or California Department of Fish and Wildlife as jurisdictional wetlands, waters of the United States, or waters of the state. Based on a review of the USFWS National Wetlands Inventory, the Plan Area does not contain any blue-line streams

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or wetland habitats (USFWS 2018). Due to the urbanized nature of the Plan Area and its surroundings, as well as the absence of any federally protected wetlands within the Plan Area, implementation of the Proposed Project would result in **no impact** to federally protected wetlands. This issue will not be analyzed further in the EIR/EIS.

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

Less Than Significant Impact. As described under item 3.4(c), there are no wetlands or running waters within the Plan Area, and therefore, the Proposed Project would have no potential to affect the movement of migratory fish. The Plan Area is highly urbanized and surrounded by urban uses; therefore, the Plan Area does not function as a wildlife movement corridor. Migratory or nesting birds that have the potential to utilize the on-site trees would be protected under the Migratory Bird Treaty Act of 1918. Therefore, the Proposed Project would have a **less than significant impact** on the movement of native or resident species and on the use of native wildlife nursery sites. This issue will not be analyzed further in the EIR/EIS.

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

Less Than Significant Impact. Chapter 4.28 of the Long Beach Municipal Code (LBMC) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. Any removal of trees or shrubs within City streets as required for the GCSP would be performed consistent with the LBMC. Due to the requirement to comply with the City's policies that protect street trees, implementation of the Proposed Project would not conflict with the City's policies protecting biological resources, and impacts are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

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

No Impact. According to the USFWS's Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) Planning Areas identified in the Southern California Map and the California Regional Conservation Plans Map, the Plan Area is neither located within a NCCP nor a HCP (CDFW 2018). As such, there would be **no impact**. This issue will not be analyzed further in the EIR/EIS.

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References

CDFW (California Department of Fish and Wildlife). 2018. California Regional Conservations Plans Map. Accessed August 16, 2018.
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

USFWS (United States Fish and Wildlife Service). 2018. National Wetlands Inventory, *Wetlands Mapper*. Accessed August 16, 2018. <http://www.fws.gov/wetlands/Data/Mapper.html>.

3.5 Cultural Resources

	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. An historical resources study will be conducted for the Plan Area to determine if any structures meet any of the criteria for historical significance at the local, state, or national level, and to determine if the property is eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. Any archaeological

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resources on the project site have likely been previously disturbed. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could disturb undiscovered archaeological resources. In conjunction with a records search, a cultural resources study will need to be conducted for the Plan Area to determine if any archaeological resources pursuant to CEQA and NEPA are present on or near the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact. As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. Any paleontological resources or unique geologic features on the project site have likely been previously disturbed. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could disturb undiscovered paleontological resources or unique geologic features. In conjunction with a records search, a cultural resources study will need to be conducted for the Plan Area to determine if any paleontological resources or unique geologic features pursuant to CEQA and NEPA are present on or near the Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Potentially Significant Impact. As previously discussed, the Plan Area is located within an urbanized area and has been subject to disturbance in the past. However, any grading, excavation, or other construction activities resulting from implementation of the GCSP that would result in ground disturbance could uncover human remains. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

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

a) ***Would the project expose people or structures to 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. The City, like the rest of the Southern California region, is located in a seismically active area. As such, portions of the City are located in areas identified within the Alquist-Priolo Earthquake Fault Zoning Act. The California Geologic Survey (CGS) classifies faults as active, potentially active, or inactive. Known active faults are designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act.

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According to the 7.5-Minute Long Beach Quadrangle, the southwestern-most portion of the Plan Area is located within an earthquake fault zone (CGS 1999). However, this portion of the Plan Area is proposed to be Open Space, and no structures are proposed. Therefore, impacts associated with earthquake fault zones are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. The Newport-Inglewood-Rose Canyon fault is located directly south of the Plan Area, and passes through the proposed Open Space district on the southwestern-most portion. However, future projects under the Proposed Project would be required to be designed in accordance with all applicable provisions established in the most current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event (CBC 2016). Compliance with these requirements would reduce the future potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, impacts associated with strong seismic ground shaking are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a result of a sudden loss in strength of saturated soils when subjected to ground vibration, which results in the liquefying of soil to a fluid mass. Liquefaction typically occurs in areas where soils that are below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition, the duration and magnitude of an earthquake must be sufficient to induce liquefaction. If liquefaction occurs near the surface, it will result in an effect similar to quicksand, while if it occurs in deeper layers of the soil, it could result in sliding layers closer to the surface.

According to the General Plan Seismic Safety Element, the Plan Area has minimal to low liquefaction potential (City of Long Beach 1988). Based on the 7.5-Minute Long Beach Quadrangle map, portions of the Plan Area are within liquefaction zones (CGS 1999). This includes a small area near the C-17 Site and along the Cherry Avenue Corridor. Implementation of the GCSP involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. The Proposed Project does not involve future physical improvements to the areas

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underlain by liquefaction zones. Additionally, these areas are already developed with existing residential, industrial, and commercial land uses. Thus, the potential future impacts related to liquefaction are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

iv) Landslides?

Less Than Significant Impact. The Plan Area and the surrounding vicinity is characterized by relatively flat topography, ranging from approximately 17 to 40 meters above sea level. The most distinct topographical feature in the immediate vicinity of the Plan Area is Signal Hill, located adjacent to the south of the Plan Area and rising to approximately 108 meters above sea level. Furthermore, the 7.5-Minute Long Beach Quadrangle map does not designate the Plan Area and surrounding vicinity as an area that is susceptible to landslides (CGS 1999). Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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

Less Than Significant Impact. The Plan Area is generally flat, which limits the potential for substantial soil erosion. The Proposed Project involves implementation of the GCSP, and does not include physical construction activities that may result in substantial soil erosion or loss of topsoil. Additionally, the existing Plan Area is developed and a change in land use zone would not increase the potential for soil erosion and siltation compared to existing conditions. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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

Less Than Significant Impact. As previously discussed, portions of the Plan Area are located within liquefaction zones. This includes a small area near the C-17 Site and along the Cherry Avenue Corridor. The Proposed Project involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. The Proposed Project does not involve physical improvements to the areas underlain by liquefaction zones. Additionally, these areas are already developed with existing residential, industrial, and commercial land uses.

Further, the local building official implements and enforces the CBC, local amendments to the CBC, and any more stringent geologic hazard regulations and guidelines through

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issuance of building/grading permits and associated plan checks. For this reason, the Proposed Project would not cause, or be exposed to, an increased potential for landslide, subsidence, or liquefaction when compared to existing conditions. Therefore, impacts are considered **less than significant**. This issue will not be analyzed further in the EIR/EIS.

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

Less Than Significant Impact. The Uniform Building Code defines expansive soils as soils that contain high levels of clay that expand when wet and contract when dry, which can damage building foundations and other structures. The General Plan Seismic Safety Element identifies four distinct soil profiles within the City, designated as profiles A through D. The majority of the Plan Area is located in profile D, which consists of predominantly granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. The southern portion of the Plan Area contains areas in profile A, which consists of predominantly man-made fill areas consisting of hydraulic-fills, assorted man-made fills, and soils of questionable origin, generally composed of fine sand and silt (City of Long Beach 1988).

The Proposed Project involves the development and implementation of the GCSP, which provides development regulations to Specific Plan land use districts and overlay zones. As such, the Proposed Project does not involve physical improvements to the areas located on expansive soils. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. The City of Long Beach is served by existing sewage infrastructure, and future development under the GCSP would not involve the use of septic tanks or any other alternative waste water disposal systems. Wastewater generated within the Plan Area could be disposed of via connections to the existing sewage system. As such, there would be **no impact** and this issue will not be further analyzed in the EIR/EIS.

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References

CBC (California Building Code). 2016. “2016 California Building Code: California Code of Regulations; Title 24. Based on the 2015 International Building Code. Sacramento, California: California Building Standards Commission. July 2016. http://www.ecodes.biz/ecodes_support/Free_Resources/2013California/13Building/13Building_main.html.

CGS (California Geological Survey).1999. 7.5-Minute Long Beach Quadrangle. Released March 25, 1999.

City of Long Beach. 1988. *City of Long Beach General Plan Public Safety Element*. August 9, 1988.

3.7 Greenhouse Gas Emissions

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

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

Potentially Significant Impact. Global climate change is a cumulative impact; an individual project has a potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resources Agency, which noted in its public notice for the proposed CEQA amendments that the evidence indicates that, in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the Final Statement of Reasons for Regulatory Action for amendments to the CEQA Guidelines confirms that an EIR or other environmental

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document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b).

Operation of the Proposed Project would result in GHG emissions associated with mobile sources, natural gas usage, electrical generation, water supply, wastewater, and solid waste disposal. Further analysis is required to determine the estimated project-generated GHG emissions and their impact on global climate, based on the GCSP buildout assumptions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. There are several federal and state regulatory measures aimed at identifying and reducing GHG emissions, most of which focus on area-source emissions (e.g., energy use) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles). The Global Warming Solutions Act (Assembly Bill [AB] 32) prepared a scoping plan and its first update, which established regulations to reduce California GHG emission levels to 431 million metric tons of carbon dioxide equivalent per year (CARB 2014). Although implementation of the GCSP development regulations could result in similar development intensity compared to current development regulations, the GCSP buildout could result in increased traffic volumes, which could conflict with AB 32. Further investigation is required to determine the estimated Proposed Project-generated GHG emissions and their relationship to AB 32 and other applicable plans and policies. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

References

- CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008.
- CARB (California Air Resources Board). 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006*. May 2014. Accessed November 20, 2017. http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

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CNRA (California Natural Resources Agency). 2009a. “Notice of Public Hearings and Notice of Proposed Amendment of Regulations Implementing the California Environmental Quality Act.” Sacramento, California: CNRA. http://www.ceres.ca.gov/ceqa/docs/Notice_of_Proposed_Action.pdf.

CNRA. 2009b. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97. December 2009.

3.8 Hazards and Hazardous Materials

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

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. Under existing conditions, a portion of the Plan Area is located within the former Boeing manufacturing facilities. The former operations located within this portion of the Plan Area involved manufacturing uses, which required the use of hazardous materials. As part of the cleanup efforts ongoing as a result of the site’s closure, the Los Angeles Regional Water Quality Control Board (RWQCB) is overseeing the remediation activities at the C-17 Site.

Implementation of the GCSP would result in the former C-17 Site being designated as a Business Park Zone. The Business Park Zone proposes new street infrastructure, and potentially, additional utility connections. As such, approval of the GCSP would allow for new future construction, within the appropriate development regulations, on a potentially hazardous site. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. As previously addressed in Section 3.8(a), approval of the GCSP would allow for new future construction, within the appropriate development regulations, on a potentially hazardous site. As such, future development under the Proposed Project could potentially release hazardous materials into the environment during construction and operation. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. The Plan Area is located within 0.25 mile of an existing school. Specifically, the nearest school to the Plan Area is Burroughs Elementary School (Signal Hill, CA 90755), located adjacent to the Plan Area boundary along 33rd Street and Walnut Avenue. As stated previously, future development under the Proposed Project could potentially result in the accidental release of hazardous materials into the environment. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project be located on a site that 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?*

Potentially Significant Impact. The Plan Area may be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A portion of the Plan Area was previously used for aircraft manufacturing. As such, a hazardous materials site search is required to determine potential impacts associated with the previous operations of the Boeing manufacturing facility. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- 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 for people residing or working in the project area?*

Potentially Significant Impact. The Plan Area is located adjacent to the Long Beach Airport and is subject to compatibility criteria adopted by the ALUC for the Long Beach Airport. An airport compatibility analysis is required to determine safety compatibility between the Long Beach Airport and implementation of the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, **no impacts** would occur. This issue will not be further analyzed in the EIR/EIS.

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- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. Approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones. Future development within the Plan Area would not allow development with inadequate emergency access. Future development under the Proposed Project would not conflict with existing plans governing emergency access. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- h) Would the project 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?*

No Impact. The City is generally urbanized and built out, and there are no properties adjacent to wildlands. In addition, the City is not listed by the California Department of Forestry and Fire Protection (CAL FIRE) as a community at risk to impacts associated with a wildlife (CAL FIRE 2001). Therefore, the proposed project would have **no impact**, as it would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This issue will not be further analyzed in the EIR/EIS.

References

CAL FIRE. 2001. Communities At Risk From Wildlife. April 13, 2001. http://frap.fire.ca.gov/data/frapgismaps/pdfs/comrisk_map.pdf.

3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

Potentially Significant Impact. Pursuant to Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) establishes regulations under the National Pollutant Discharge Elimination System (NPDES) program to control storm water discharges. In the City of Long Beach, the Los Angeles Regional Water Quality Control Board (RWQCB) administers NPDES permits and is responsible for establishing wastewater discharge requirements and standards. Analysis is required to determine whether water quality standards or waste discharge requirements could be violated as a result of implementing the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Potentially Significant Impact. As previously described, water service is provided by the LBWD. According to the 2015 UWMP, groundwater is the primary source of drinking water in Long Beach. LBWD pumps groundwater from an adjudicated groundwater basin, the Central Basin Aquifer. LBWD currently has the right to extract 32,692 acre-feet of water per year (City of Long Beach Water Board Commissioners 2016). Based on information provided in the 2015 UWMP demand scenario, the LBWD has adequate supplies to meet projected demands for a single dry-year supply and demand scenario, as well as a multiple dry-year supply and demand scenario, through 2040. However, further investigation is required to determine estimated water demands associated with future development under the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. The Proposed Project involves the implementation of the GCSP, and does not include physical construction activities that may result in substantial soil erosion or siltation. Additionally, the existing Plan Area is developed and a change in the land use zone would not increase the potential for soil erosion and siltation compared to existing conditions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. There are no natural surface water features present on-site that could be altered as a result of implementing the Proposed Project. As previously addressed in Section 3.9(c), the Proposed Project involves the implementation of the GCSP. In addition, the Plan Area is largely developed and there is unlikely to be an increase in

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impervious areas, which could increase the amount of surface runoff. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- e) *Would the project 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?*

Potentially Significant Impact. The Proposed Project would require construction of new stormwater mains to support the Plan Area. Although the Plan Area is developed and would not substantially increase impervious surfaces, further analysis is needed to determine the potential impacts associated storm drain system capacity. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *Would the project otherwise substantially degrade water quality?*

Potentially Significant Impact. As previously addressed in Section 3.9(a), the Proposed Project has the potential to degrade water quality, and as such, further analysis is required to determine whether water quality standards would be violated as a result of implementing the Proposed Project. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. According to the Federal Emergency Management Agency's Flood Hazard Map (Flood Insurance Rate Map No. 06037C1960F and 0603C1970F), the Plan Area is located in Zone X, which includes areas determined to be outside of the 0.2% annual chance floodplain (FEMA 2008). Therefore, **no impact** associated with placing housing within a 100-year flood hazard area would occur. This issue will not be further analyzed in the EIR/EIS.

- h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. As discussed in Section 3.9(g), the Plan Area is not located within a 100-year flood hazard area. Therefore, future development under the GCSP would not place structures within a flood area that would impede and redirect flood flows, and **no impact** would occur. This issue will not be analyzed further in the EIR/EIS.

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- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less Than Significant Impact. According to the Public Safety Element of the General Plan, the failure of structures that might cause flooding are dikes in the waterfront area of the City and flood-control dams which lie upstream from the City of Long Beach. Areas within 2 feet above mean sea level (msl) are considered most susceptible and areas between 2 and 5 feet above msl are considered secondary flooding zones (City of Long Beach 1975).

Three flood control dams lie upstream from the City: Sepulveda Basin, Hansen Basin, and Whittier Narrows Basin. The Sepulveda and Hansen Basins lie more than 30 miles upstream from where the LA River passes through the City. Due to the intervening low and flat ground and the distance involved, flood waters resulting from a dam failure at either of these reservoirs would be expected to dissipate before reaching the City of Long Beach. In the event of failure of the Whittier Narrows Dam while full, flooding could occur along both sides of the San Gabriel River where it passes through the City, but would probably be most severe on the east side of the river channel. Due to the infrequent periods of high precipitation and high river flow, the probability of flooding as a result of seismically induced failure of these structures is considered to be very low (City of Long Beach 1975). Thus, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

- j) *Inundation by seiche, tsunami, or mudflow?*

Less Than Significant Impact. The Plan Area is not located within a potential tsunami inundation area as identified in the Public Safety Element of the General Plan (City of Long Beach 1975). Further, the Plan Area is located approximately 3.15 miles inland from the coast at its most southern point. The possibility of a tsunami affecting the Plan Area is considered to be remote. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Plan Area is not located within close proximity of a body of water that would likely produce a seiche hazard. Mudflow is a response to heavy rainfall in steep terrain (made more likely in recent burn areas). Because the Plan Area is currently developed and flat-lying, it is not subject to mudslides. For these reasons, impacts resulting from inundation by seiche, tsunami, or mudflow is considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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References

City of Long Beach. 1975. *City of Long Beach General Plan Public Safety Element*. May 1975.

FEMA (Federal Emergency Management Agency). 2008. Flood Insurance Rate Map No. 06037C1960F and 0603C1970F. Effective September 26, 2008. Accessed August 16, 2018. <https://msc.fema.gov/portal>.

3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. Implementation of the GCSP would not physically divide an established community. The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. While there are residential neighborhoods in the vicinity of the Plan Area, the Proposed Project area does not contain any neighborhoods that would be removed or divided as a result of future development under the Proposed Project. Thus, the Proposed Project would result in a **less than significant impact** to established communities. This issue will not be further analyzed in the EIR/EIS.

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- b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Potentially Significant Impact. The Proposed Project involves the implementation of the GCSP, which will guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP would be a new planning area within the City and would include goals, policies, and strategies that are generally consistent with the City’s existing General Plan and Zoning Code. However, further analysis is required to determine whether approval of the Proposed Project would conflict with the General Plan, Zoning Code, the ALUC for Long Beach Airport, and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP). Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. According to the USFWS’s HCP/NCCP Planning Areas in the Southern California Map and the California Regional Conservation Plans Map, the Plan Area is neither located within the NCCP nor the HCP (CDFW 2018). As such, there would be **no impact**, and this issue will not be further analyzed in the EIR/EIS.

References

CDFW (California Department of Fish and Wildlife). 2018. California Regional Conservation Plans Map. Accessed August 16, 2018.
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

3.11 Mineral Resources

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. According to the City’s General Plan Conservation Element (City of Long Beach 1973), the primary mineral resources within the City have historically been oil and natural gas. However, over the last century, oil and natural gas extractions have been diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past levels. Furthermore, the California Geological Survey Aggregate Sustainability in California Map does not identify the Plan Area as an aggregate reserve (CGS 2018). Therefore, the Proposed Project would not lead to the loss of availability of regionally important mineral resources in the City, and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

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

No Impact. As described under item 3.11(a), the City’s General Plan states that oil and natural gas extractions have been diminished as the resources have become increasingly depleted (City of Long Beach 1973). Furthermore, the Plan Area is not located in the area containing aggregate reserves (CGS 2018). For these reasons, implementation of the Proposed Project would not result in the loss of availability of a locally important mineral resource and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

References

- City of Long Beach. 1973. *City of Long Beach General Plan Conservation Element*. April 30, 1973.
- CGS (California Geological Survey). 2018. California Geological Survey Aggregate Sustainability. Updated 2018. Accessed August 16, 2018. http://www.conservation.ca.gov/cgs/Documents/MS52_California_Aggregates_Map_201807.pdf.

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3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Impact. The City has adopted a quantitative Noise Control Ordinance (LBMC Chapter 8.80), which sets forth all noise regulations controlling unnecessary, excessive, and annoying noise and vibration in the City. As outlined in Section 8.80.150 of the LBMC, maximum exterior noise levels are based on land use districts. The City’s Noise Control Ordinance also governs the time of day that construction work can be conducted. The Noise Ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays (City of Long Beach 2018).

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Approval of the Proposed Project would allow for redevelopment of the former C-17 Site and set development regulations for the Plan Area. Future development and implementation of the GCSP could potentially result in the exposure of persons or generation of noise levels in excess of the City's Noise Control Ordinance. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact. As previously addressed in Section 3.12(a), future development and implementation of the GCSP could potentially result in excessive noise levels. Given the close proximity of Burroughs Elementary School, as well as nearby residential uses, students, teachers, and residents could be temporarily annoyed. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. The Proposed Project is already developed with an existing use that generates ambient noise. However, further investigation is required to determine whether the buildout of the GCSP would result in a substantial increase in ambient noise compared to the existing conditions. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. As previously addressed in Section 3.12(b), the Proposed Project's temporary noise increases could result in a substantial temporary or periodic increase in ambient noise levels. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- e) *Would the project be 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 expose people residing or working in the project area to excessive noise levels?*

Potentially Significant Impact. The Plan Area is located adjacent to the Long Beach Airport and is subject to compatibility criteria adopted by the ALUC for the Long Beach Airport. An airport compatibility analysis is required to determine noise compatibility

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between the Long Beach Airport and implementation of the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

References

City of Long Beach. 2018. Long Beach Municipal Code Chapter 8.80, Noise. Current through July 9, 2018. Accessed August 16, 2018. https://library.municode.com/ca/long_beach/codes/municipal_code.

3.13 Population and Housing

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

- a) *Would the project induce substantial 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)?*

Potentially Significant Impact. Implementation of the Proposed Project would include future redevelopment of the former C-17 Site and surrounding area to allow for an employment district in an area adjacent to the Long Beach Airport, I-405 freeway, and surrounding residential and business community. The Proposed Project would likely

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increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Although implementation of the GCSP development regulations could result in similar development intensity compared to current development regulations, further analysis is required to compare these standards. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Proposed Project involves the development and improvement of the 483.3-acre Plan Area through design guidelines related to Specific Plan land use districts and overlay zones. As no housing currently exists within the boundaries of the Plan Area, implementation of the Proposed Project would not result in the displacement of existing housing. As such, there would be **no impact**. This issue will not be further analyzed in the EIR/EIS.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. As stated above, the Proposed Project would not result in the displacement of existing housing. Implementation of the Proposed Project would include future redevelopment of the former C-17 Site and surrounding area. The Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). As such, additional employment on the project site would not displace substantial numbers of people. Consequently, implementation of the Proposed Project would not lead to the construction of housing elsewhere, and **no impact** would occur. This issue will not be further analyzed in the EIR/EIS.

3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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:				

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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?

Potentially Significant Impact. The City of Long Beach Fire Department (LBFD) provides fire protection, emergency medical and rescue services, and public education activities throughout the City (LBFD 2018). The nearest station to the Plan Area is Station No. 16 (2890 E. Wardlow Road), located adjacent to the Long Beach Airport. Although approval of the Proposed Project would not impact the number of existing fire stations within the Plan Area, the new land use zones could introduce new uses, which require additional fire protection services. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

Police protection?

Potentially Significant Impact. The City of Long Beach Police Department (LBPD) is responsible for law enforcement protection throughout the City. The LBPD has over 800 sworn officers, and a total staffing of over 1,200 personnel (LBPD 2018). Although approval of the Proposed Project would not impact the number of existing police officers, the new land use zones could introduce new uses, which require additional police protection services. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

Schools?

Less Than Significant Impact. The City is served by the Long Beach Unified School District (LBUSD). An impact to the LBUSD could occur if GCSP development regulations result in greater development intensity compared to current development

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regulations, and thereby increase population growth. As previously mentioned, the Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Since the GCSP would allow for only a minor increase in housing in the Plan Area (16 units), most of the new population in the City resulting from increased employment opportunities would likely move into existing residences. Furthermore, any new proposed housing projects in other parts of the City would be required to undergo their own schools needs analysis to ensure that the LBUSD is not impacted. Therefore, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

Parks?

Less Than Significant Impact. As further described below, the GCSP proposes to establish an Open Space District, a designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. Further, the GCSP establishes Open Space Standards for each Land Use District, aimed at creating common open space areas including landscaped street-facing setbacks, street sidewalks, parkways, and pedestrian corridors. Thus, the Proposed Project would aim to preserve existing open spaces and provide more open space throughout the City. Therefore, impacts are considered **less than significant** under the Proposed Project. This issue will not be further analyzed in the EIR/EIS.

Other public facilities?

Potentially Significant Impact. Approval of the GCSP could result in greater development intensity compared to current development regulations, and thereby increase population growth. As previously mentioned, the Proposed Project would likely increase the number of jobs available within the Plan Area (due to the significant job loss that resulted in the area from closure of the C-17 Site). In addition, the Community Commercial (CC) district permits a hotel and the Neighborhood Commercial (NC) district permits moderate-density residential development (i.e., townhouse or row house residential units). Thus, further analysis is required to determine potentially induced population growth, thereby resulting in impacts to public facilities. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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References

LBFD (Long Beach Fire Department). 2018. Long Beach Fire Department Home Page. Accessed August 15, 2018. <http://www.longbeach.gov/fire/>.

LBPD (Long Beach Police Department). 2018. "About the LBPD." Accessed August 15, 2018. <http://www.longbeach.gov/police/about-the-lbpd/>.

3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. The Proposed Project involves the implementation of the GCSP, which would guide redevelopment within the former C-17 Site and surrounding industrial/commercial use areas. The GCSP proposes to establish an Open Space District, a designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. Furthermore, the GCSP establishes Open Space Standards for each Land Use District, aimed at creating common open space areas including landscaped street-facing setbacks, street sidewalks, parkways, and pedestrian corridors. Thus, the Proposed Project would aim to preserve existing open spaces and provide more open space throughout the City. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

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- 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?*

Less Than Significant Impact. Approval of the GCSP is considered a policy/planning action and would not result in physical improvements to the Plan Area. Additionally, the Specific Plan would preserve existing open space areas. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Potentially Significant Impact. Full buildout of the Specific Plan has the potential to result in an increase in daily and peak-hour traffic within the Plan Area and surrounding areas. The resulting increase could exceed existing plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. An increase in vehicle trips could result in a **potentially significant impact**. As such, a traffic impact analysis will be conducted, and the results will be included in the EIR/EIS.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact. The Los Angeles County Metropolitan Transportation Authority administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts of urban congestion on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP establishes a minimum standard of level of service (LOS) E for signalized roadway intersections in the County. In addition, the CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location during either AM or PM weekday peak hours. It is unknown whether the Proposed Project would conflict with LOS or any other standards set by the CMP, and as such, impacts are considered **potentially significant**. A traffic impact analysis will be conducted, and the results will be included in the EIR/EIS.

- c) *Would the project 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?*

Less Than Significant Impact. Although approval of the Proposed Project would allow for future development and improvement of the Specific Plan land use districts and overlay zones, future development would not interfere with air traffic patterns. The proximity of the Plan Area to the Long Beach Airport will require that future land uses within the Plan Area be compatible with airport operations. As previously mentioned in

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Section 2.1.2, Related Plans, the Specific Plan would comply with airport compatibility standards set forth by both the 2004 CALUP and 2011 Handbook. Therefore, future development under the Proposed Project would not result in changes to air traffic patterns, and impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. Although approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones, the Proposed Project would not involve any major modifications that would increase hazards due to design features. The GCSP includes potential new roadways within the Plan Area that would be consistent with existing land use strategies and developments within the City. In addition, the Proposed Project would not result in incompatible uses. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- e) Would the project result in inadequate emergency access?*

Less Than Significant Impact. Approval of the Proposed Project would allow for future development and improvement of the Specific Plan land use districts and overlay zones. Future development within the Plan Area would not allow development with inadequate emergency access. The Proposed Project would not conflict with existing plans governing emergency access. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

- f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Less Than Significant Impact. Transit routes in the City consist of both metro rail and bus routes. The bus lines servicing the City consist of LB Transit, Metro, and OCTA. The Plan Area is serviced via LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road.

Additionally, the City has over 60 miles of off-street bike and pedestrian paths. The local bicycle facilities within, and in close proximity to, the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City.

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The GCSP includes design guidelines for a circulation plan within the Plan Area. The new street sections proposed would include modifications to existing streets and new street typologies within the Plan Area to improve accessibility and connectivity for active transportation modes, including pedestrians and cyclists traveling through and to/from the Plan Area. Although the approval of the Proposed Project would guide future development on the existing circulation system within the Plan Area, the GCSP would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

3.17 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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)?*

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Potentially Significant Impact. A record search of the Plan Area will need to be requested to determine if any portion of the area is on a local, state or national register of historical resources. A historical resources study will be conducted for the Plan Area, and the results will be addressed within the EIR/EIS. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted, and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that has the potential to affect or cause a substantial adverse change in the significance of a tribal cultural resource requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project area. In accordance with California AB 52 requirements, the City will need to contact the Native American Heritage Commission to request a Sacred Lands File search and a list of tribes with traditional and/or cultural places located within the boundaries of Los Angeles County. Once this list is obtained and the Notice of Preparation is sent out, the City must reach out to any tribal representatives requesting consultation under AB 52. The tribe must respond to the lead agency within 30 days of receipt of the notification to engage in consultation on the Proposed Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

In compliance with AB 52, the City will notify all applicable tribes, and the City will participate in any requested consultations. For informational purposes, analysis on this topic will be addressed in the EIR/EIS. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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3.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Potentially Significant Impact. The LBWD services the Plan Area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the JWPC) of the LACSD. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe (VCP). Based on a general assessment of the facility maps, the current

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wastewater infrastructure appears acceptable to meet the demands of the current land use. Future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk main. Although the JWPCP and Long Beach Water Reclamation Plan are already in compliance with the Regional Water Quality Control Board's (RWQCB's) standard, further capacity analysis is required to determine buildout flow conditions for the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact. The Proposed Project would connect to municipal water and wastewater services, which are operated and maintained by the LBWD. Based on a general assessment of the facility maps, the current water and wastewater infrastructure appears acceptable to meet current demands. However, future PVC water improvements intended to service the Plan Area will likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Additionally, future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk mains. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact. The Proposed Project would require construction of new stormwater mains to support the Plan Area. Although the Plan Area is developed and would not substantially increase impervious surfaces, further analysis is needed to determine potential impacts associated with construction of new storm drain system connections. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Potentially Significant Impact. As previously described, water service is provided by the LBWD. Based on information provided in the 2015 UWMP demand scenario, the LBWD has adequate supplies to meet projected demands for a single dry-year supply and

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demand scenario, as well as a multiple dry-year supply and demand scenario, through 2040 (City of Long Beach Board of Water Commissioners 2016). Furthermore, the Metropolitan Water District of Southern California (MWD) 2015 UWMP states that the MWD has supply capabilities that would be sufficient to meet expected demands from 2020 through 2040 under the single dry-year and multiple dry-year hydrologic conditions (Metropolitan Water District of Southern California 2016). Thus, the City and MWD's UWMP account for increased demand as growth within the City occurs. However, approval of the GCSP could allow future new land uses that require further investigation to determine if the LBWD has sufficient water supplies to serve to Plan Area. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. As discussed under response 3.18(a), further capacity analysis is required to determine buildout flow conditions for the GCSP. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Potentially Significant Impact. Solid waste that is not hazardous is transported to municipal landfills. Approval of the Proposed Project would allow for development and improvement of the Specific Plan land use districts and overlay zones. New land uses allowed by the GCSP require further investigation to determine if existing municipal landfills could accommodate the Proposed Project's solid waste disposal needs. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

- g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact. The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as resource reduction, recycling, and composting. The intent of these diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25% by 1995 and 50% by 2000. As of 2010, the City had accomplished a waste diversion rate of 72 percent. The City provides curbside

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recycling and collection of green waste for all residences within the City; both of these collection services count toward the City’s diversion rate. In addition, the City has adopted an ordinance that requires certain demolition and/or construction projects to divert at least 60% of waste through recycling, salvage, or deconstruction. The Construction & Demolition Debris Recycling (C&D) Program, which took effect on November 5, 2007, aims to encourage permit applicants to recycle all C&D materials through a refundable performance deposit. The C&D program also encourages the use of green building techniques in new construction and promotes reuse or salvaging of recyclable materials in demolition, deconstruction, and construction projects. Additionally, future projects under the GCSP would be required to comply with adopted programs and federal, state, and local regulations pertaining to solid waste, including the LBMC Chapter 50, Solid Waste Management, and Chapter 53, Construction and Demolition Materials Management. Therefore, impacts are considered **less than significant**. This issue will not be further analyzed in the EIR/EIS.

References

City of Long Beach Board of Water Commissioners. 2016. 2015 Urban Water Management Plan. June 2, 2016. <http://www.lbwater.org/sites/default/files/documents/Draft2015UWMP.pdf>.

Metropolitan Water District of Southern California. 2016. 2015 Urban Water Management Plan. June 2016. http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf

3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Potentially Significant Impact. The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. As such, the Plan Area does not currently support substantial wildlife or fish habitat, fish or wildlife populations, or plant and wildlife communities. As described in Section 3.4, Biological Resources, a database review revealed the Plan Area has been significantly disturbed; however, there may be some natural vegetation that could support special-status species (i.e., California gnatcatcher) in the southwestern corner of the Plan Area, within the Willow Springs Park. However, this portion of the Plan Area is proposed in the GCSP as the Open Space Land Use District, and would remain undisturbed. Therefore, potentially impacts to special-status species, including California gnatcatcher, would not occur.

As described in Section 3.5, Cultural Resources, a cultural resources study will be conducted for the Plan Area to determine if any structures on-site meet any of the criteria for significance at the local, state, or national level, and if the property is eligible for listing in the California Register of Historical Resources and/or National Register of Historic Places.

Globemaster Corridor Specific Plan Initial Study

The Plan Area may also be underlain with archaeological resources and/or paleontological resources. Excavations made during construction from new land uses under the GCSP could have the potential to uncover important cultural resources. Further, Native American Heritage Commission records, South Central Coastal Information Center records, and requesting Native American tribes will be consulted regarding the presence of archaeological resources at the project site or to identify areas of known cultural and tribal value. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. The Proposed Project could have impacts that are individually limited but cumulatively considerable. The EIR/EIS will analyze past, present, and reasonably foreseeable projects in the vicinity of the project site. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

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

Potentially Significant Impact. The Proposed Project could have environmental effects that would cause substantial adverse effects on human beings. Impacts are considered **potentially significant** and this issue will be further analyzed in the EIR/EIS.

Globemaster Corridor Specific Plan Initial Study

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Globemaster Corridor Specific Plan Initial Study

4 REPORT PREPARERS

City of Long Beach

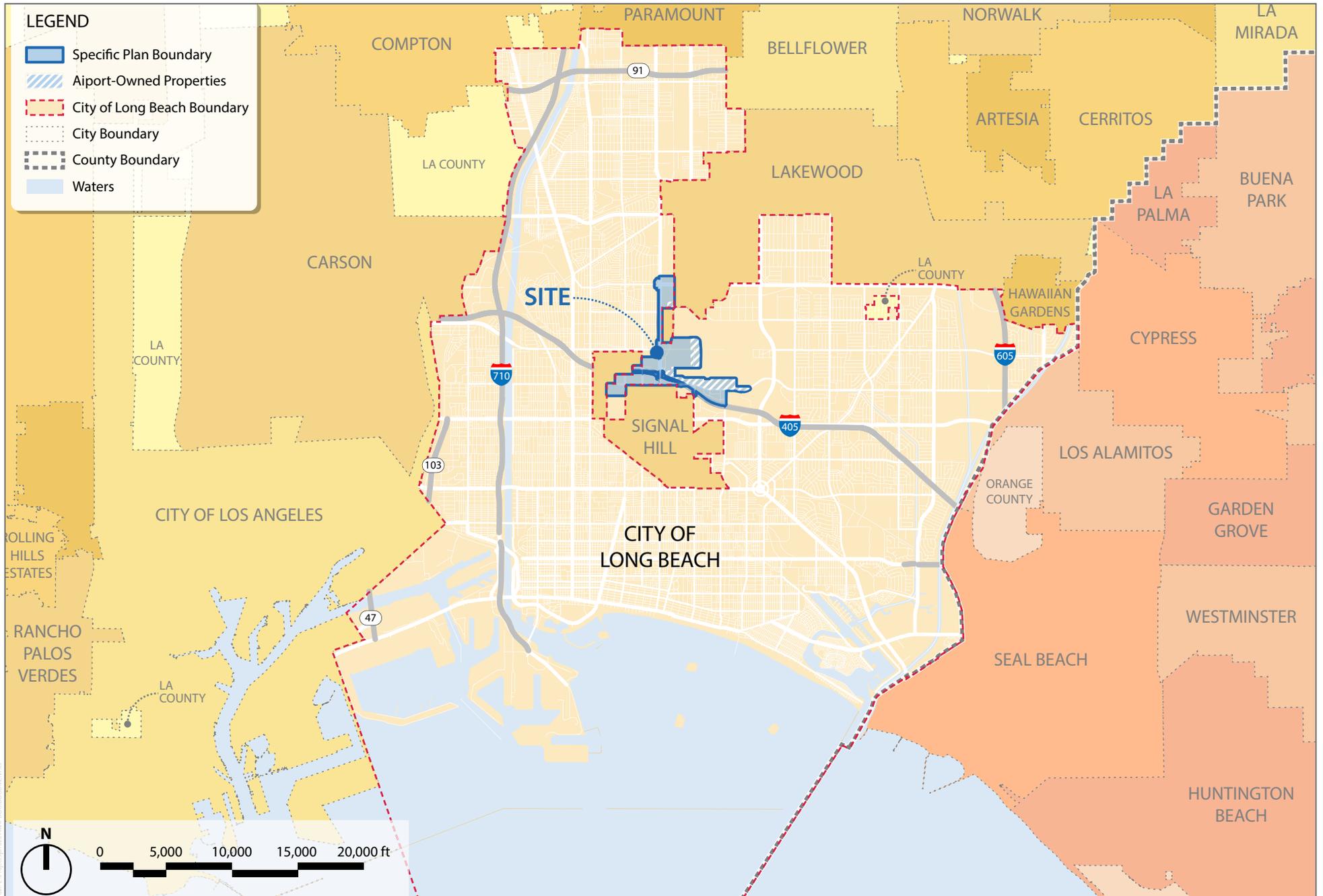
Linda F. Tatum, FAICP, Director of Development Services
Carrie Tai, AICP, Current Planning Officer
Scott Kinsey, AICP, Senior Planner
Craig Chalfant, Senior Planner

Dudek

Ruta K. Thomas, REPA, Project Manager
Ryan Henry, Senior Biologist
Sabrina Alonso, Environmental Analyst
Dana Link-Herrera, Environmental Analyst
Curtis Battle, GIS Technician
Chelsea Ringenback, Publications Specialist

Globemaster Corridor Specific Plan Initial Study

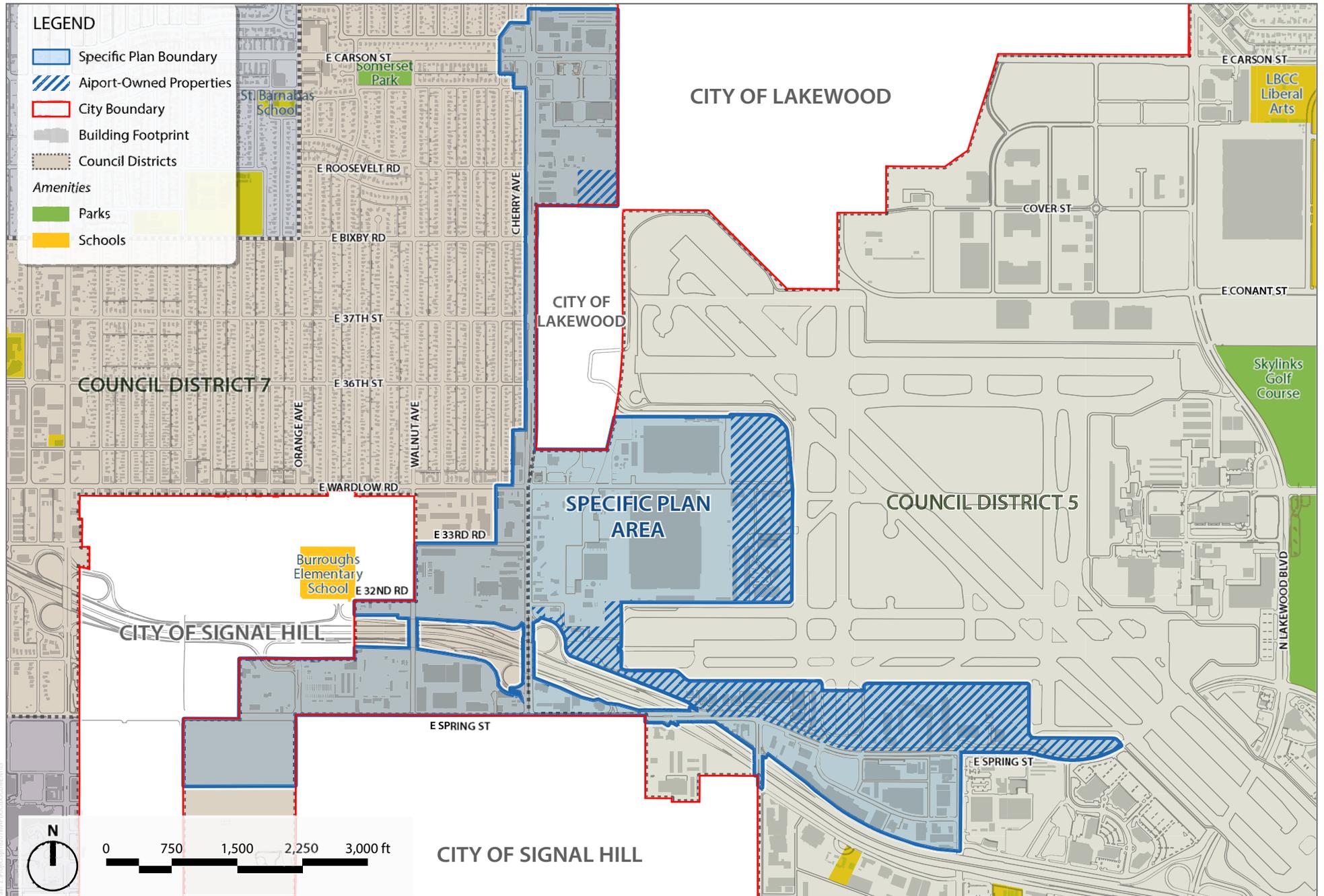
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SOURCE: John Kaliski Architects 2016

Globemaster Corridor Specific Plan Initial Study

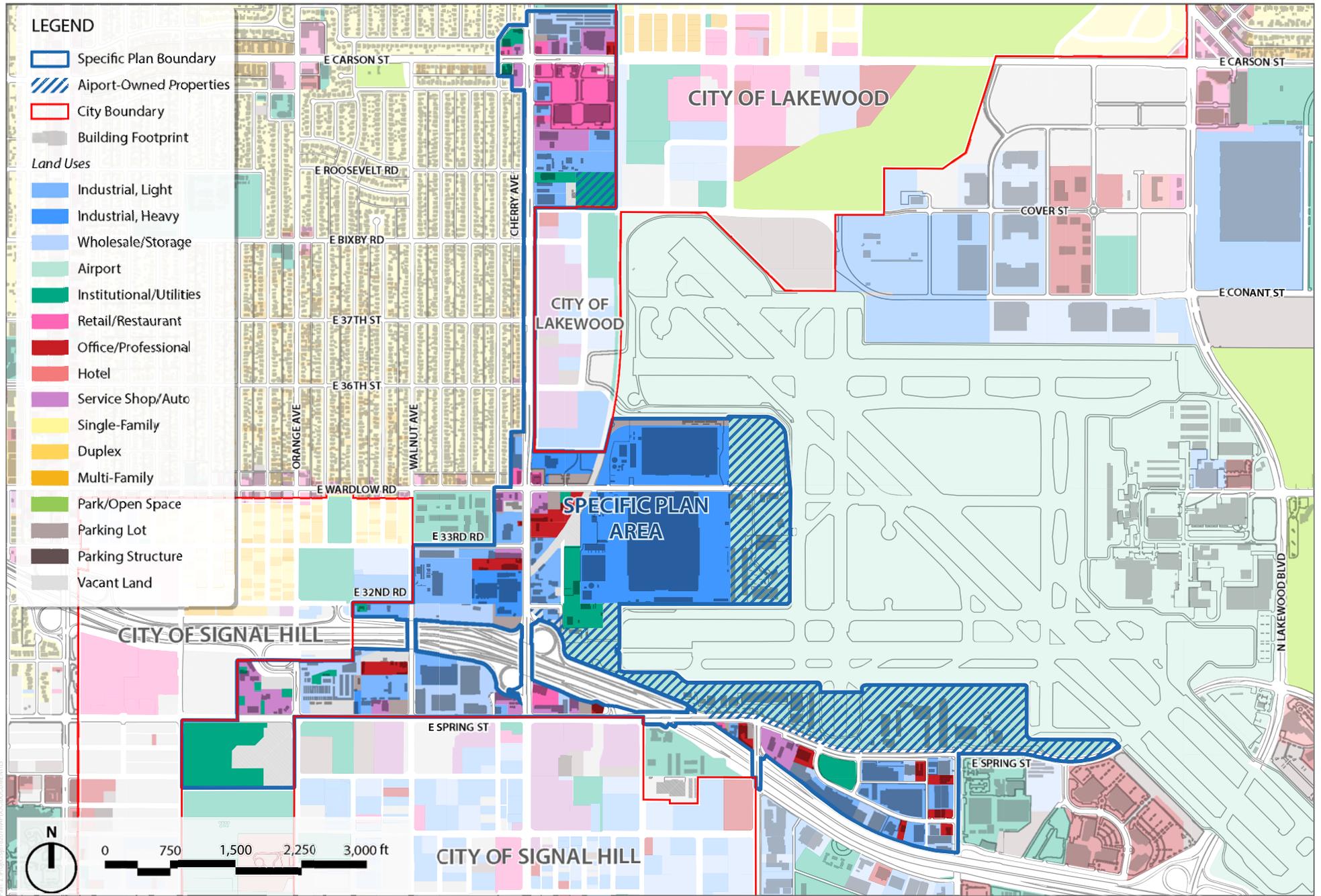
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SOURCE: John Kaliski Architects 2016

Globemaster Corridor Specific Plan Initial Study

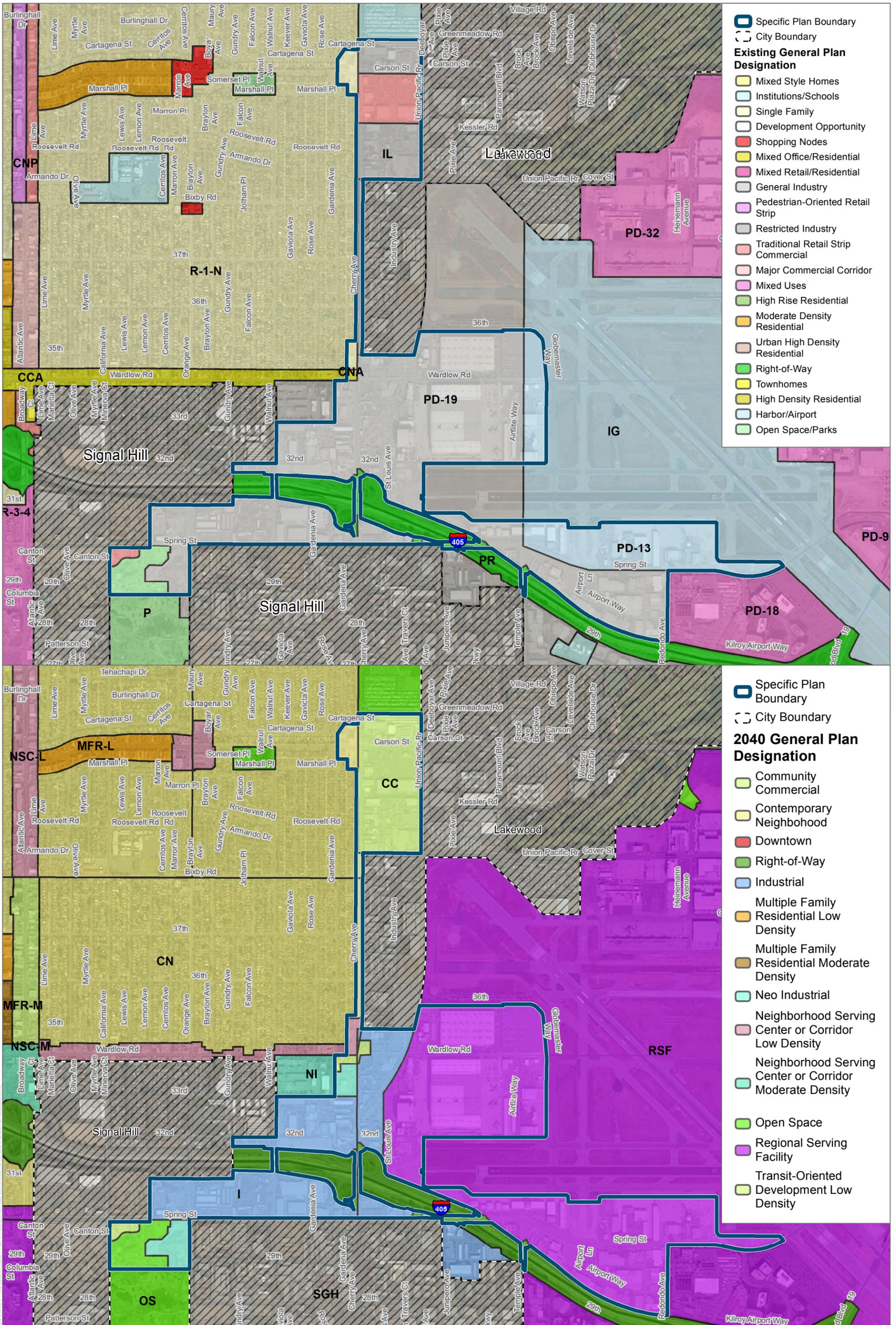
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SOURCE: John Kaliski Architects 2016

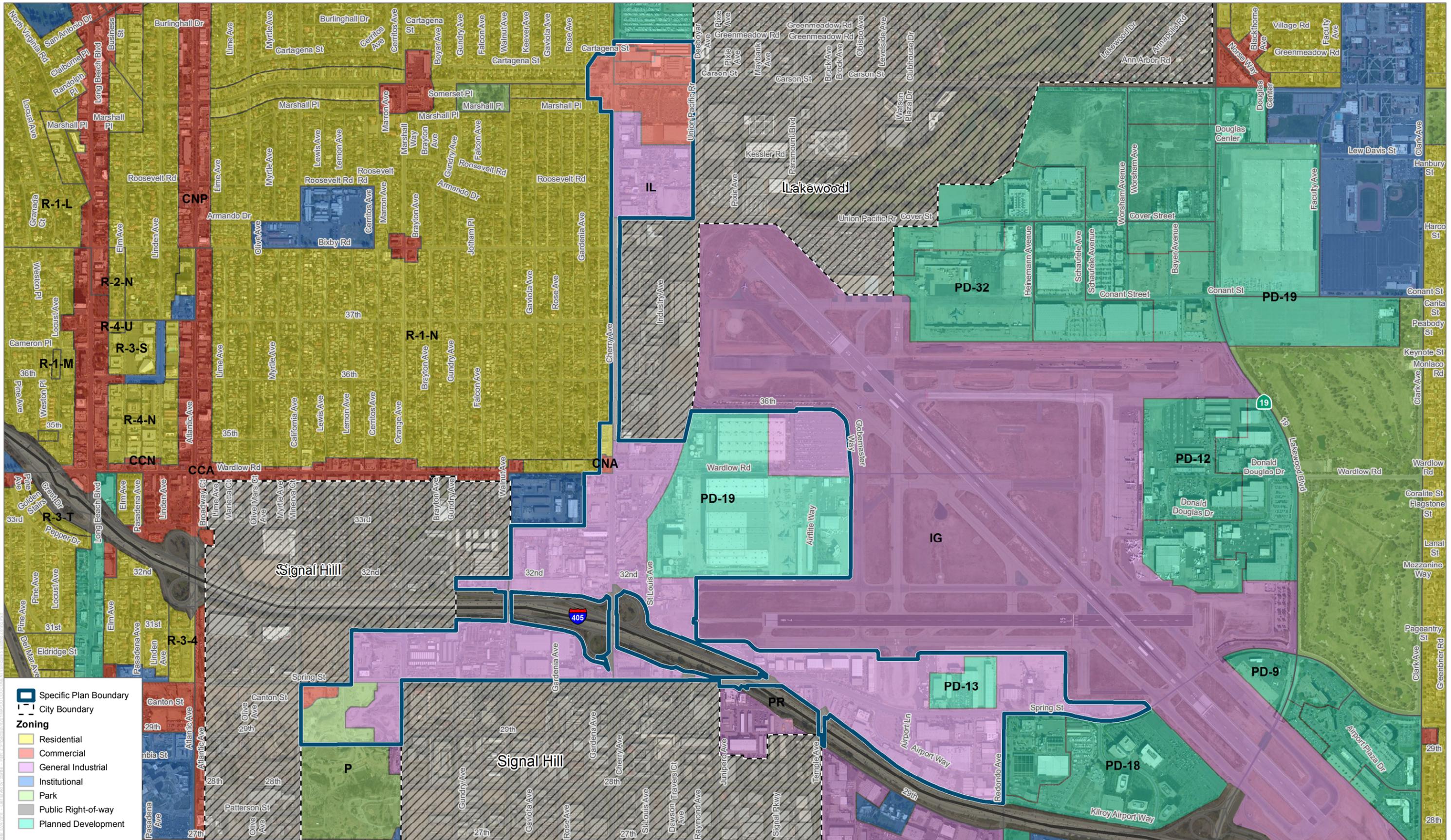
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SOURCE: Bing Maps 2018; City of Long Beach, 2016

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SOURCE: Bing Maps 2018; City of Long Beach, 2016

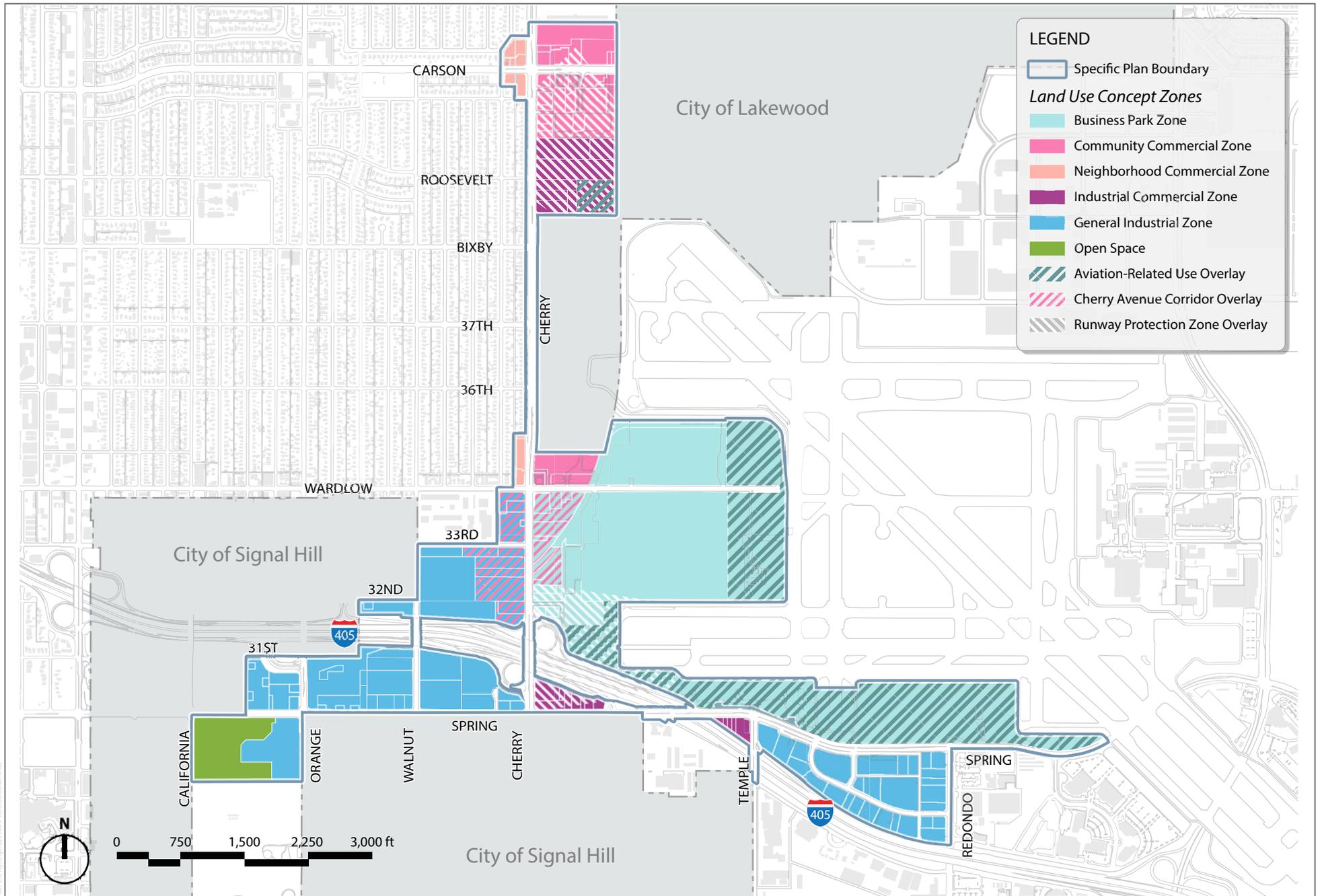


FIGURE 5

Existing Zoning

Globemaster Corridor Specific Plan Initial Study

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SOURCE: John Kaliski Architects 2016

Globemaster Corridor Specific Plan Initial Study

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City of Long Beach
Public Notice of Preparation of a
Draft Environmental Impact Report/Environmental Impact Statement
for the Globemaster Corridor Specific Plan

To: All Interested Agencies, Organizations, and Persons
-AND-
State Clearinghouse
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814
-AND-
Office of the County Clerk of Los Angeles
Environmental Filings
12400 E. Imperial Highway, Room 1201
Norwalk, CA 90650

From: City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

Subject: Notice of Preparation of a Draft Environmental Impact
Report/Environmental Impact Statement and Public Scoping Meeting
for the Globemaster Corridor Specific Plan

Project Title: Globemaster Corridor Specific Plan

Project Applicant: City of Long Beach

Project Location: The Globemaster Corridor Specific Plan area is located in the central
portion of the City of Long Beach, bordering the Long Beach Airport and
the cities of Lakewood and Signal Hill to the north and south,
respectively.

Date of Notice: September 12, 2018

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the City of Long Beach (City), as the Lead Agency, will prepare a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for the proposed Globemaster Corridor Specific Plan (Proposed Project).

The City is requesting input from interested individuals, organizations, and agencies regarding the scope and content of the environmental analysis to be included in the EIR/EIS for the Proposed Project. In accordance with CEQA and NEPA, the City requests that agencies review the Proposed Project description and provide comments on environmental issues related to the statutory responsibilities of the agency. A description of the Proposed Project, its location, and a preliminary determination of the environmental resource topics to be addressed in the EIR/EIS are contained in this NOP and are described in further detail in the Initial Study (IS) for the Proposed Project.

Project Location: The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area is approximately 3 miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located 8 miles south and is also owned and operated by the City. The Plan Area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint. Figure 1 (Regional Context) shows a map of the Plan Area in its regional context.

The Plan Area totals approximately 438.3 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area is the Lakewood and Skylinks Golf Courses and the Douglas Park master-planned business park. Figure 2 (Local Context) provides a map of the Plan Area's local context.

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area.

Project Description: The Globemaster Corridor Specific Plan (GCSP) would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community.

The GCSP summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. The development potential is calculated for two scenarios: the T1 scenario assumes that projects will build to the base height requirements as provided for in the Land Use and Development Regulations of the Specific Plan; and, the T2 scenario assumes that projects will build to the T2 height requirements, which is a more intense scenario that factors higher height allowances in exchange for the provision of community benefits. Overall, under the maximum T2 scenario, the 438.3-acre Plan Area will accommodate approximately 4.7 million square feet of office (including medical office and research and

development (R&D)) uses, 4.3 million square feet of industrial (including manufacturing and light industrial/warehousing) uses, 463,600 square feet of retail uses, 84,500 square feet of restaurant uses, and 178,600 square feet of hotel uses. In addition, the Plan Area anticipates approximately 16 residential units to occur within the Neighborhood Commercial land use designation.

Environmental Factors Potentially Affected: As determined by the analysis in the IS, the potential environmental effects of the Proposed Project to be addressed in the Draft EIR/EIS will include, but may not be limited to the following: aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation and traffic, tribal cultural resources, utilities and service systems, and cumulative effects. The Draft EIR/EIS will also address other CEQA- and NEPA-mandated topics including alternatives, energy consumption, and growth inducement.

Public Scoping Meeting: The City will hold a public scoping meeting on September 26, 2018, from 6:00p.m. to 8:00p.m. in the cafeteria of Howard Hughes Middle School located at 3846 California Avenue, Long Beach, CA 90807. The purpose of the scoping meeting is to present information about the Proposed Project and to solicit input, including written comments, on the scope and content of the EIR/EIS. Interested parties, including public agencies, are encouraged to attend the meeting to learn more about the Proposed Project and the environmental review process, to express any concerns about the Proposed Project, and to offer comments regarding the scope and content of the EIR/EIS. The public scoping meeting information, this NOP, and the IS are posted at the following website:

http://www.lbds.info/planning/environmental_planning/environmental_reports.asp

Public Review and Comments: The City has issued this NOP and made available the IS for public review and comment pursuant to CEQA Guidelines Sections 15082(a). The City has established a 30-day public review and scoping period from September 12, 2018 to October 11 2018, in accordance with CEQA Guidelines Section 15082. During this period, the NOP and IS may be accessed electronically at the following website:

http://www.lbds.info/planning/environmental_planning/environmental_reports.asp.

The NOP and IS will also be available for review at the following locations:

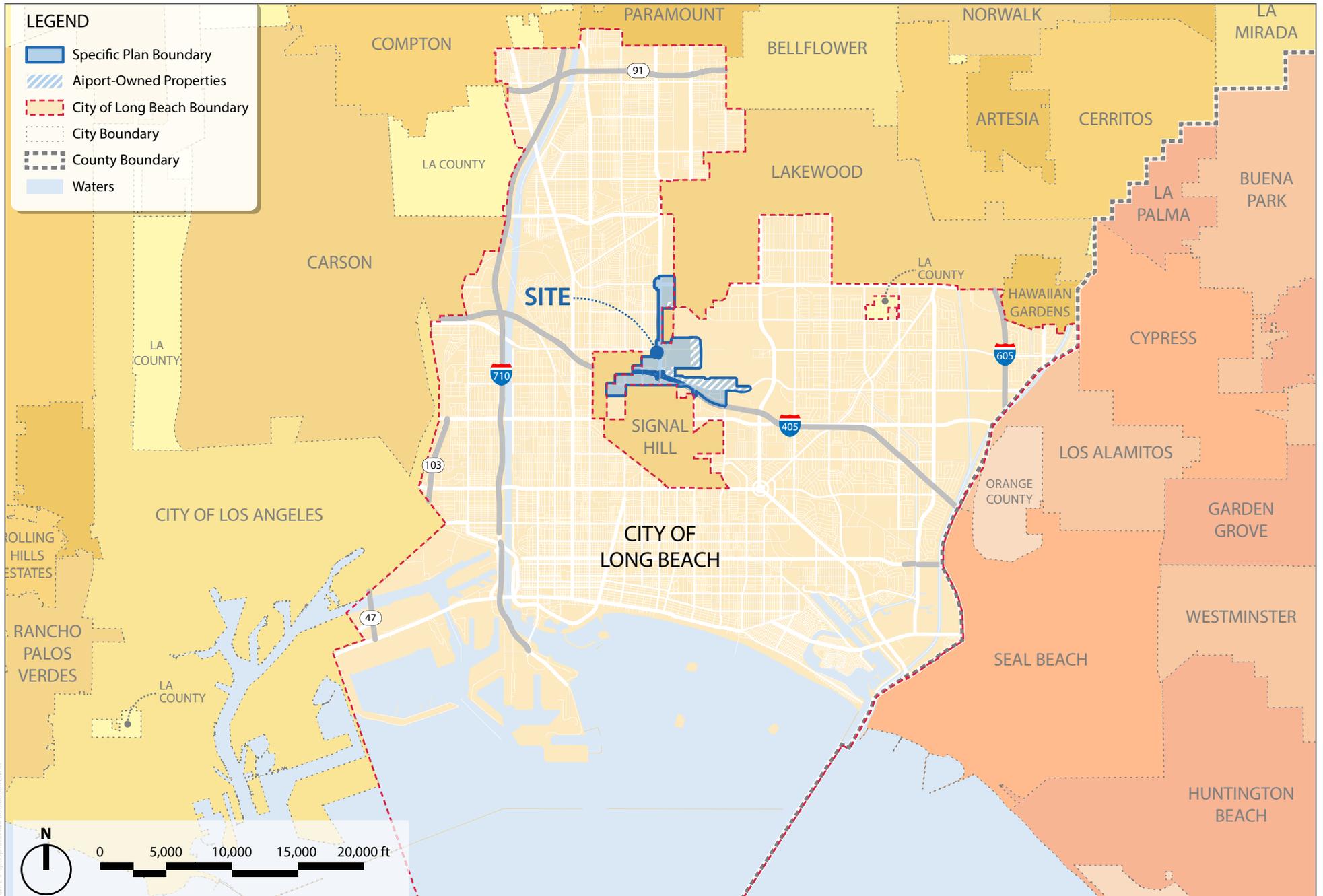
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

Long Beach Main Library
101 Pacific Avenue
Long Beach, California 90802

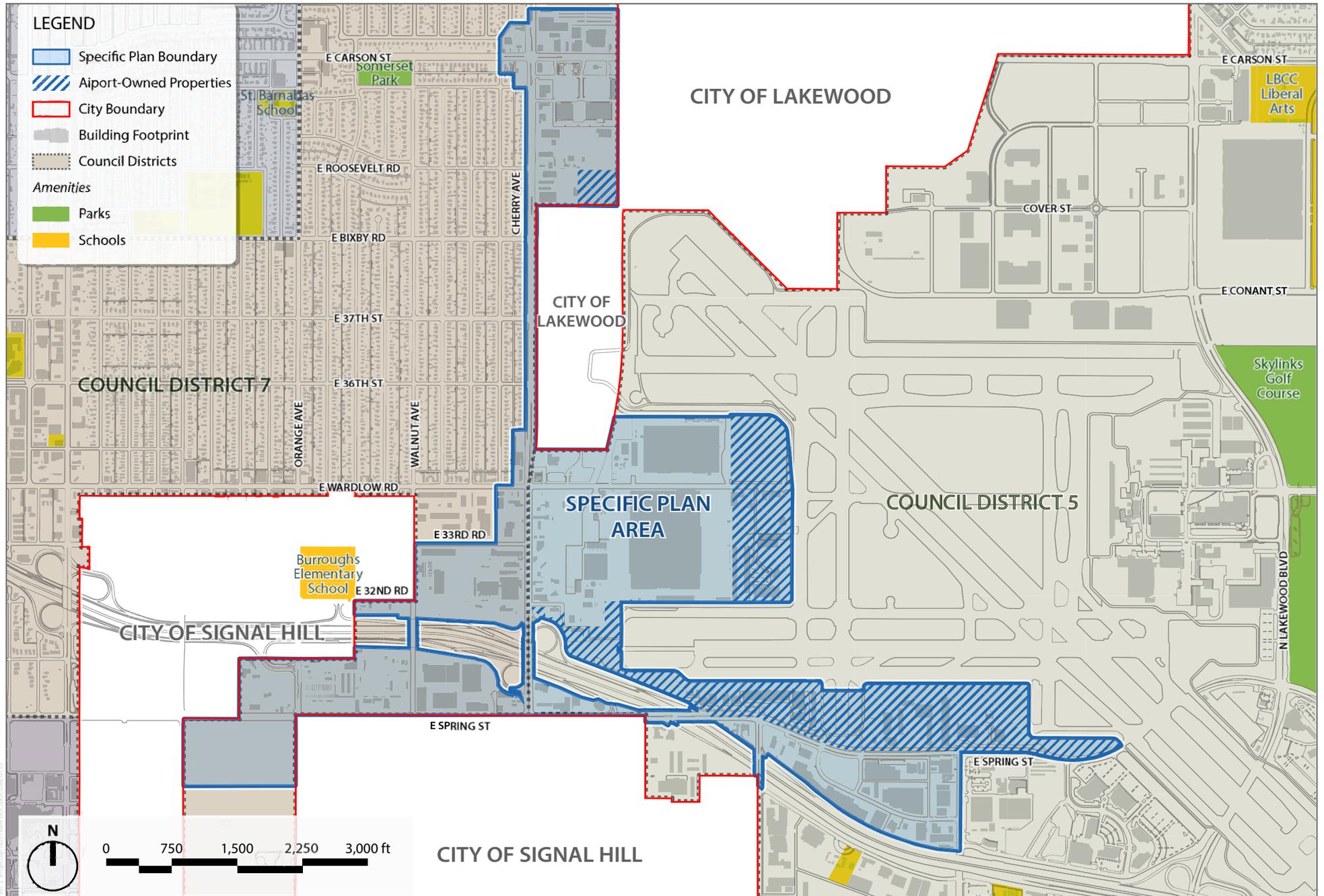
The City is soliciting comments as to the scope and contents of the EIR/EIS, including mitigation measures or project alternatives to reduce potential environmental effects of the Proposed Project. All scoping comments must be received in writing by October 11, 2018, by 4:30 p.m. (end of the 30-day public scoping period). All written comments should indicate a contact person for your agency or organization, if applicable, and reference the project name indicated on this NOP in the subject line. Any responsible agencies are requested to indicate their statutory responsibilities in connection with the Proposed Project when responding. Please mail or email your comments and direct any questions to:

Mr. Craig Chalfant, Senior Planner
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Phone: (562) 570-6368
Email: craig.chalfant@longbeach.gov

Attachments: Figure 1, Regional Context
Figure 2, Local Context



SOURCE: John Kaliski Architects 2016



SOURCE: John Kaliski Architects 2016



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

September 12, 2018

To: Reviewing Agencies
Re: Globemaster Corridor Specific Plan (GCSP) project
SCH# 2018091021

Attached for your review and comment is the Notice of Preparation (NOP) for the Globemaster Corridor Specific Plan (GCSP) project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Craig Chalfant
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 92802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018091021
Project Title Globemaster Corridor Specific Plan (GCSP) project
Lead Agency Long Beach, City of

Type NOP Notice of Preparation

Description The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, port of Long Beach, I-405 freeway, and surrounding residential and business community. The GCSP summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. Overall, the Plan Area will accommodate a maximum of 4.7 mill sf of office use, 4.3 mill sf of industrial uses, 463,600 sf of retail uses, 84,500 sf of restaurant uses, 178,600 sf of hotel uses, and approximately 16 residential units.

Lead Agency Contact

Name Craig Chalfant
Agency City of Long Beach
Phone (562) 570-6368
email
Address 333 W. Ocean Boulevard, 5th Floor
City Long Beach
Fax
State CA **Zip** 92802

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets Cherry Ave/Spring Street corridors
Lat / Long
Parcel No. numerous
Township **Range** multi **Section** **Base**

Proximity to:

Highways I-405
Airports Long Beach Airport
Railways
Waterways
Schools numerous
Land Use RSF (Regional-Serving Facilities), CC (Community Commercial), I(Industrial), NI (Neo Industrial) and OS (Open Space)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Cumulative Effects; Landuse; Growth Inducing; Other Issues

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Cal Fire; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Department of Housing and Community Development; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

Date Received 09/12/2018 **Start of Review** 09/12/2018 **End of Review** 10/11/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Notice of Completion & Environmental Document Transmittal

2018091021

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Globemaster Corridor Specific Plan (GCSP) Project

Lead Agency: City of Long Beach Contact Person: Craig Chalfant
Mailing Address: 333 West Ocean Boulevard, 5th Floor Phone: (562) 570-6368
City: Long Beach, California Zip: 90802 County: Los Angeles

Project Location: County: Los Angeles County City/Nearest Community: City of Long Beach
Cross Streets: Cherry Avenue/Spring Street corridors Zip Code: numerous
Longitude/Latitude (degrees, minutes and seconds): Total Acres: 438.3
Assessor's Parcel No.: numerous Section: multiple Twp.: multiple Range: multiple Base:
Within 2 Miles: State Hwy #: I-405 Waterways: None
Airports: Long Beach Airport Railways: None Schools: numerous

Document Type:

CEQA: [X] NOP [] Draft EIR NEPA: [X] NOI Other: [X] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other: FONSI

Governor's Office of Planning & Research

SEP 12 2018

Local Action Type:

[] General Plan Update [X] Specific Plan [] Prezone [] Annexation
[X] General Plan Amendment [] Master Plan [] Use Permit [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Land Division (Subdivision, etc.) [] Coastal Permit
[] Community Plan [] Site Plan [] Other: Zoning Amend

STATE CLEARINGHOUSE

Development Type:

[X] Residential: Units Acres
[X] Office: Sq.ft. Acres Employees
[X] Commercial: Sq.ft. Acres Employees
[X] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[X] Other: Specific Plan

Project Issues Discussed in Document:

[X] Aesthetic/Visual [] Fiscal [X] Recreation/Parks [X] Vegetation
[X] Agricultural Land [X] Flood Plain/Flooding [X] Schools/Universities [X] Water Quality
[X] Air Quality [X] Forest Land/Fire Hazard [X] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [X] Sewer Capacity [X] Wetland/Riparian
[X] Biological Resources [X] Minerals [X] Soil Erosion/Compaction/Grading [X] Growth Inducement
[] Coastal Zone [X] Noise [X] Solid Waste [X] Land Use
[X] Drainage/Absorption [X] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [X] Other: Greenhouse Gases

Present Land Use/Zoning/General Plan Designation:

RSF (Regional-Serving Facilities), CC (Community Commercial), I (Industrial), NI (Neo Industrial), and OS (Open Space)

Project Description: (please use a separate page if necessary)

The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. The GCSP summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand. Overall, the Plan Area will accommodate a maximum of 4.7 mill sf of office uses, 4.3 mill sf of industrial uses, 463,600 sf of retail uses, 84,500 sf of restaurant uses, 178,600 sf of hotel uses, and approximately 16 residential units.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

<input type="checkbox"/> Resources Agency	<input type="checkbox"/> Fish & Wildlife Region 4	<input type="checkbox"/> Native American Heritage Comm.	<input type="checkbox"/> Caltrans, District 9	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input checked="" type="checkbox"/> Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input checked="" type="checkbox"/> Dept. of Boating & Waterways Denise Peterson	<input checked="" type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> Public Utilities Commission Supervisor	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Alyson Hitt	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Elsa Contreras	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Calvert Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input checked="" type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Cristina Chan	<input type="checkbox"/> Dept. of Fish & Wildlife M William Paznokas Marine Region	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input checked="" type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> Airport & Freight Jack Wursten	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> California Department of Education Lesley Taylor	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> OES (Office of Emergency Services) Monique Wilber	<input type="checkbox"/> California Department of Resources, Recycling & Recovery Kevin Taylor/Jeff Esquivel	<input type="checkbox"/> Transportation Projects Nesamani Kalandyur	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> Industrial/Energy Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve Goldbeck	<input type="checkbox"/> Dept. of General Services Cathy Buck Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou	<input checked="" type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Santa Ana Region (8)	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Caltrans, District 3 Susan Zanchi	<input type="checkbox"/> Other	
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Delta Protection Commission Erik Vink	<input type="checkbox"/> Caltrans, District 4 Patricia Maurice		
<input type="checkbox"/> Fish & Wildlife Region 1 Curt Babcock	<input type="checkbox"/> Delta Stewardship Council Anthony Navasero	<input type="checkbox"/> Caltrans, District 5 Larry Newland		
<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Caltrans, District 6 Michael Navarro		
<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen		<input checked="" type="checkbox"/> Caltrans, District 7 Dianna Watson		
<input type="checkbox"/> Fish & Wildlife Region 3 Craig Weightman		<input type="checkbox"/> Caltrans, District 8 Mark Roberts		

San Gabriel & Unwin LA
Conservancy

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



September 19, 2018

Craig Chalfant
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 92802

RE: SCH# 2018091021 Globemaster Corridor Specific Plan (GCSP) Project, Los Angeles County

Dear Mr. Chalfant:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Frank.Lienert@nahc.ca.gov.

Sincerely,

for Nancy Lampy

Frank Lienert
Associate Governmental Program Analyst

cc: State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

October 10, 2018

Craig.chalfant@longbeach.gov

Craig Chalfant, Senior Planner
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Globemaster Corridor Specific Plan Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (DEIR). Please send SCAQMD a copy of the DEIR upon its completion. Note that copies of the DEIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the DEIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the DEIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the lead agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). The SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board on March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NO_x) emissions in 2023 and an additional 55 percent NO_x reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

SCAQMD staff recognizes that there are many factors lead agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between lead agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the lead agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the lead agency compare the emission results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the lead agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the DEIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the DEIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to SCAQMD's regional air quality CEQA operational thresholds to determine significance.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the lead agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 "Mitigating the Impact of a Project" of the SCAQMD *CEQA Air Quality Handbook*.
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagtrpccs.net/Documents/2016/peir/final/2016FP_EIR_ExhibitB_MMRP.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the DEIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the lead agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact Robert Dalbeck, Assistant Air Quality Specialist at (909) 396-2139.

Sincerely,

Daniel Garcia

Daniel Garcia
Program Supervisor
Planning, Rule Development & Area Sources

DG/RD
LAC180913-01
Control Number



October 11, 2018

Mr. Craig Chalfant, Senior Planner
City of Long Beach, Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Phone: (562) 570-6368
E-mail: craig.chalfant@longbeach.gov

RE: SCAG Comments on the Notice of Preparation of a Joint Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Globemaster Corridor Specific Plan [SCAG NO. IGR9743]

Dear Mr. Chalfant,

Thank you for submitting the Notice of Preparation of a Joint EIR/EIS for the Globemaster Corridor Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Joint EIR/EIS for the Globemaster Corridor Specific Plan. The proposed project includes a specific plan for a 438.3-acre area, allowing up to 4.7 million square feet of office uses, 4.3 million square feet of industrial uses, 463,600 square feet of retail uses, 84,500 square feet of restaurant uses, 178,600 square feet of hotel uses, and up to 16 residential units.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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**COMMENTS ON THE NOTICE OF PREPARATION OF A JOINT
DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
FOR THE GLOBEMASTER CORRIDOR SPECIFIC PLAN [SCAG NO. IGR9743]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>

*SCAG does not yet have an agreed-upon security performance measure.

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

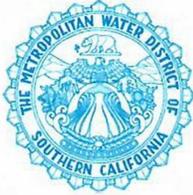
DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scaq.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Long Beach Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	478,300	481,500	484,500
Households	6,458,000	7,325,000	7,412,300	170,800	173,200	175,500
Employment	8,414,000	9,441,000	9,871,500	165,800	175,500	181,700

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG’s Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 11, 2018

VIA EMAIL AND FED EX

Mr. Craig Chalfant
Senior Planner
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Craig.chalfant@longbeach.gov

Dear Mr. Chalfant:

Notice of Preparation of a Joint Environmental Impact Report and
Environmental Impact Statement for the Globemaster Corridor Specific Plan

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) of a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the proposed Globemaster Corridor Specific Plan (GCSP). The GCSP would guide land uses for the approximately 438.3-acre Plan Area and allow development within this Plan area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community.

The proposed GCSP covers an area that includes Metropolitan's Second Lower Feeder Pipeline (Second Lower Feeder) and associated easements. The Second Lower Feeder is a 76 inch pipeline that distributes treated water into Metropolitan's Orange County service area. The Project must not impact Metropolitan's ability to access, operate and maintain existing facilities. In addition, any proposed grading within Metropolitan's easement will require Metropolitan's review and written acceptance.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Mr. Craig Chalfant

Page 2

October 11, 2018

We request a copy of the Draft EIR/EIS for review when available. We appreciate the opportunity to provide input to your planning process and we look forward to further coordination on this Project. If you have any questions, please contact Brenda Marines at (213) 217-7902.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Sean Carlson', written in a cursive style.

Sean Carlson
Team Manager, Environmental Planning Section

SC:sc

SharePoint\City of Long Beach Globemaster Corridor Specific Plan_Comment Letter

Attachment:

- (1) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or easements of The Metropolitan Water District of Southern California

**Guidelines for
Improvements and Construction Projects Proposed
in the Area of
Metropolitan's Facilities and Rights-of-Way**



July 2018

Prepared By:
The Metropolitan Water District of Southern California
Substructures Team, Engineering Services
700 North Alameda Street
Los Angeles, California 90012

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Additional Copies: To obtain a copy of this document, please contact the Engineering Services Group, Substructures Team.

Disclaimer

Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as deemed prudent, to assure that project plans are correct. The appropriate representative from Metropolitan must be contacted at least two working days, before any work activity in proximity to Metropolitan's facilities.

It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.

PUBLICATION HISTORY:

Initial Release

July 2018

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Figure 1: AASHTO H-20 Loading21

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1.0 GENERAL INFORMATION

Note: Underground Service Alert at 811 must be notified at least two working days before excavating in proximity to Metropolitan's facilities.

1.1 Introduction

These guidelines provide minimum design and construction requirements for any utilities, facilities, developments, and improvements, or any other projects or activities, proposed in or near Metropolitan Water District of Southern California (Metropolitan) facilities and rights-of-way. Additional conditions and stipulations may also be required depending on project and site specific conditions. Any adverse impacts to Metropolitan's conveyance system, as determined by Metropolitan, will need to be mitigated to its satisfaction.

All improvements and activities must be designed so as to allow for removal or relocation at builder or developer expense, as set forth in the paramount rights provisions of Section 20.0. Metropolitan shall not be responsible for repair or replacement of improvements, landscaping or vegetation in the event Metropolitan exercises its paramount rights powers.

1.2 Submittal and Review of Project Plans/Utilities and Maps

Metropolitan requires project plans/utilities be submitted for all proposed activities that may impact Metropolitan's facilities or rights-of-way. Project plans shall include copies of all pertinent utilities, sewer line, storm drain, street improvement, grading, site development, landscaping, irrigation and other plans, all tract and parcel maps, and all necessary state and federal environmental documentation. Metropolitan will review the project plans and provide written approval, as it pertains to Metropolitan's facilities and rights-of-way. Written approval from Metropolitan must be obtained, prior to the start of any activity or construction in the area of Metropolitan's facilities or rights-of-way. Once complete project plans and supporting documents are submitted to Metropolitan, it generally takes 30 days to review and to prepare a detailed written response. Complex engineering plans that have the potential for significant impacts on Metropolitan's facilities or rights-of-way may require a longer review time.

Project plans, maps, or any other information should be submitted to Metropolitan's Substructures Team at the following mailing address:

**Attn: Substructures Team
The Metropolitan Water District of Southern California
700 North Alameda St.
Los Angeles, CA 90012**

**General Mailing Address: P.O. Box 54153
Los Angeles, CA 90054-0153**

Email: EngineeringSubstructures@mwdh2o.com

For additional information, or to request prints of detailed drawings for Metropolitan's facilities and rights-of-way, please contact Metropolitan's Substructures Team at 213-217-7663 or EngineeringSubstructures@mwdh2o.com.

1.3 **Identification of Metropolitan's Facilities and Rights-of-Way**

Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's, with official recording data, on the following:

- A. All applicable plans
- B. All applicable tract and parcel maps

Metropolitan's rights-of-ways and existing survey monuments must be tied dimensionally to the tract or parcel boundaries. Metropolitan's Records of Survey must be referenced on the tract and parcel maps with the appropriate Book and Page.

2.0 **General Requirements**

2.1 **Vehicular Access**

Metropolitan must have vehicular access along its rights-of-way at all times for routine inspection, patrolling, operations, and maintenance of its facilities and construction activities. All proposed improvements and activities must be designed so as to accommodate such vehicular access.

2.2 **Fences**

Fences installed across Metropolitan's rights-of-way must include a 16-foot-wide gate to accommodate vehicular access by Metropolitan. Additionally, gates may be required at other specified locations to prevent unauthorized entry into Metropolitan's rights-of-way.

All gates must accommodate a Metropolitan lock or Knox-Box with override switch to allow Metropolitan unrestricted access. There should be a minimum 20-foot setback for gates from the street at the driveway approach. The setback is necessary to allow Metropolitan vehicles to safely pull off the road prior to opening the gate.

2.3 **Driveways and Ramps**

Construction of 16-foot-wide commercial-type driveway approaches is required on both sides of all streets that cross Metropolitan's rights-of-way. Access ramps, if necessary, must be a minimum of 16 feet wide.

There should be a minimum 20-foot setback for gates from the street at the driveway approach. Grades of ramps and access roads must not exceed 10 percent; if the slope of an access ramp or road must exceed 10 percent due to topography, then the ramp or road must be paved.

2.4 **Walks, Bike Paths, and Trails**

All walkways, bike paths, and trails along Metropolitan's rights-of-way must be a minimum 12-foot wide and have a 50-foot or greater radius on all horizontal curves if also used as Metropolitan's access roads. Metropolitan's access routes, including all walks and drainage facilities crossing the access routes, must be constructed to American Association of State Highway and Transportation Officials (AASHTO) H-20 loading standards (see Figure 1). Additional requirements will be placed on equestrian trails to protect the water quality of Metropolitan's pipelines and facilities.

2.5 Clear Zones

A 20-foot-wide clear zone is required to be maintained around Metropolitan's manholes and other above-ground facilities to accommodate vehicular access and maintenance. The clear zone should slope away from Metropolitan's facilities on a grade not to exceed 2 percent.

2.6 Slopes

Cut or fill slopes proposed within Metropolitan's rights-of-way must not exceed 10 percent. The proposed grade must not worsen the existing condition. This restriction is required to facilitate Metropolitan use of construction and maintenance equipment and allow uninhibited access to above-ground and below-ground facilities.

2.7 Structures

Construction of structures of any type is not allowed within the limits of Metropolitan's rights-of-way to avoid interference with the operation and maintenance of Metropolitan's facilities and possible construction of future facilities.

Footings and roof eaves of any proposed buildings adjacent to Metropolitan's rights-of-way must meet the following criteria:

- A. Footings and roof eaves must not encroach onto Metropolitan's rights-of-way.
- B. Footings must not impose any additional loading on Metropolitan's facilities.
- C. Roof eaves must not overhang onto Metropolitan's rights-of-way.

Detailed plans of footings and roof eaves adjacent to Metropolitan's rights-of-way must be submitted for Metropolitan's review and written approval, as pertains to Metropolitan's facilities.

2.8 Protection of Metropolitan Facilities

Metropolitan facilities within its rights-of-way, including pipelines, structures, manholes, survey monuments, etc., must be protected from damage by the project proponent or property owner, at no expense to Metropolitan. The exact location, description and method of protection must be shown on the project plans.

2.9 Potholing of Metropolitan Pipelines

Metropolitan's pipelines must be potholed in advance, if the vertical clearance between a proposed utility and Metropolitan's pipeline is indicated to be 4 feet or less. A Metropolitan representative must be present during the potholing operation and will assist in locating the pipeline. Notice is required, a minimum of three working days, prior to any potholing activity.

2.10 Jacked Casings or Tunnels

A. General Requirements

Utility crossings installed by jacking, or in a jacked casing or tunnel under/over a Metropolitan pipeline, must have at least 3 feet of vertical clearance between the outside diameter of the pipelines and the jacked pipe, casing, or tunnel. The actual

cover over Metropolitan's pipeline shall be determined by potholing, under Metropolitan's supervision.

Utilities installed in a jacked casing or tunnel must have the annular space between the utility and the jacked casing or tunnel filled with grout. Provisions must be made for grouting any voids around the exterior of the jacked pipe, casing, or tunnel.

B. Jacking or Tunneling Procedures

Detailed jacking, tunneling, or directional boring procedures must be submitted to Metropolitan for review and approval. The procedures must cover all aspects of operation, including, but not limited to, dewatering, ground control, alignment control, and grouting pressure. The submittal must also include procedures to be used to control sloughing, running, or wet ground, if encountered. A minimum 10-foot clearance must be maintained between the face of the tunneling or receiving pits and outside edges of Metropolitan's facility.

C. Shoring

Detailed drawings of shoring for jacking or receiving pits must be submitted to Metropolitan for review and written-approval. (See Section 10 for shoring requirements).

D. Temporary Support

Temporary support of Metropolitan's pipelines may be required when a utility crosses under a Metropolitan pipeline and is installed by means of an open trench. Plans for temporary support must be reviewed and approved in writing by Metropolitan. (See Section 11, Supports of Metropolitan Facilities).

3.0 Landscaping

3.1 Plans

All landscape plans must show the location and limits of Metropolitan's right-of-way and the location and size of Metropolitan's pipeline and related facilities therein. All landscaping and vegetation shall be subject to removal without notice, as may be required by Metropolitan for ongoing maintenance, access, repair, and construction activities. Metropolitan will not be financially responsible for the removal of any landscaping and vegetation.

3.2 Drought-Tolerant Native and California Friendly Plants

Metropolitan recommends use of drought-tolerant native and California Friendly® plants (excluding sensitive plants) on proposed projects. For more information regarding California Friendly® plants refer to www.bewaterwise.com.

3.3 Trees

Trees are generally prohibited within Metropolitan's rights-of-way as they restrict Metropolitan's ability to operate, maintain and/or install new pipeline(s) located within these rights-of-way. Metropolitan will not be financially responsible for the removal and replacement of any existing trees should they interfere with access and any current or future Metropolitan project located within the right-of-way.

3.4 Other Vegetation

Shrubs, bushes, vines, and groundcover are generally allowed within Metropolitan's rights-of-way. Larger shrubs are not allowed on Metropolitan fee properties; however, they may be allowed within its easements if planted no closer than 15 feet from the outside edges of existing or future Metropolitan facilities. Only groundcover is allowed to be planted directly over Metropolitan pipeline, turf blocks or similar is recommended to accommodate our utility vehicle access. Metropolitan will not be financially responsible for the removal and replacement of the vegetation should it interfere with access and any current or future Metropolitan project.

3.5 Irrigation

Irrigation systems are acceptable within Metropolitan's rights-of-way, provided valves and controllers are located near the edges of the right-of-way and do not interfere with Metropolitan vehicular access. A shutoff valve should also be located along the edge of the right-of-way that will allow the shutdown of the system within the right-of-way should Metropolitan need to do any excavation. No pooling or saturation of water above Metropolitan's pipeline and right-of-way is allowed. Additional restrictions apply to non-potable water such as Recycled Water and are covered on Table 3 of Page 20.

3.6 Metropolitan Vehicular Access

Landscape plans must show Metropolitan vehicular access to Metropolitan's facilities and rights-of-way and must be maintained by the property owner or manager or homeowners association at all times. Walkways, bike paths, and trails within Metropolitan's rights-of-way may be used as Metropolitan access routes. (See Section 2.4, Walks, Bike Paths, and Trails).

4.0 General Utilities

Note: For non-potable piping like sewer, hazardous fluid, storm drain, disinfected tertiary recycled water and recycled water irrigation see Table 1 through Table 3.

4.1 Utility Structures

Permanent utility structures (e.g., manholes, power poles, pull boxes, electrical vaults, etc.) are not allowed within Metropolitan's rights-of-way. Metropolitan requests that all permanent utility structures within public streets be placed as far from its pipelines and facilities as practical, but not closer than 5 feet from the outside edges of Metropolitan facilities.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation.

4.2 Utility Crossings

Metropolitan requests a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and any utility crossing the pipeline. Utility lines crossing Metropolitan's pipelines must be as perpendicular to the pipeline as possible. Cross-section drawings, showing proposed locations and elevations of utility lines and locations of Metropolitan's pipelines and limits of rights-of-way, must be submitted with utility plans, for all

crossings. Metropolitan's pipeline must be potholed under Metropolitan's supervision at the crossings (See Section 2.9).

4.3 Longitudinal Utilities

Installation of longitudinal utilities is generally not allowed along Metropolitan's rights-of-way. Within public streets, Metropolitan requests that all utilities parallel to Metropolitan's pipelines and appurtenant structures (facilities) be located as far from the facilities as possible, with a minimum clearance of 5 feet from the outside edges of the pipeline.

Note: Non-potable utility pipelines are an exception to the 5-foot minimum clearance. Non-potable utility pipelines should have 10 feet of separation (for more information See Table 1 on Page 18).

4.4 Underground Electrical Lines

Underground electrical conduits (110 volts or greater) which cross a Metropolitan's pipeline must have a minimum of 1 foot of vertical clearance between Metropolitan's pipeline and the electrical lines. Longitudinal electrical lines, including pull boxes and vaults, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipeline or structures.

4.5 Fiber Optic Lines

Fiber optic lines installed by directional boring require a minimum of 3 feet of vertical clearance when boring is over Metropolitan's pipelines and a minimum of 5 feet of vertical clearance when boring is under Metropolitan's pipelines. Longitudinal fiber optic lines, including pull boxes, in public streets should have a minimum separation of 5 feet from the edge of a Metropolitan pipelines or structures. Potholing must be performed, under Metropolitan's supervision, to verify the vertical clearances are maintained.

4.6 Overhead Electrical and Telephone Lines

Overhead electrical and telephone lines, where they cross Metropolitan's rights-of-way, must have a minimum 35 feet of clearance, as measured from the ground to the lowest point of the overhead line. Overhead electrical lines poles must be located at least 30 feet laterally from the edges of Metropolitan's facilities or outside Metropolitan's right-of-way, whichever is greater.

Longitudinal overhead electrical and or telephone lines in public streets should have a minimum separation of 10 feet from the edge of a Metropolitan pipelines or structures where possible.

4.7 Sewage Disposal Systems

Sewage disposal systems, including leach lines and septic tanks, must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or the edge of its facilities, whichever is greater. If soil conditions are poor, or other adverse site-specific conditions exist, a minimum distance of 150 feet is required. They must also comply with local and state health code requirements as they relate to sewage disposal systems in proximity to major drinking water supply pipelines.

4.8 Underground Tanks

Underground tanks containing hazardous materials must be a minimum of 100 feet from the outside limits of Metropolitan's rights-of-way or edge of its facilities, whichever is greater. In addition, groundwater flow should be considered with the placement of underground tanks down-gradient of Metropolitan's facilities.

5.0 Specific Utilities: Non-Potable Utility Pipelines

In addition to Metropolitan's general requirements, installation of non-potable utility pipelines (e.g., storm drains, sewers, and hazardous fluids pipelines) in Metropolitan's rights-of-way and public street rights-of-way must also conform to the State Water Resources Control Board's Division of Drinking Water (DDW) regulation (Waterworks Standards) and guidance for separation of water mains and non-potable pipelines and to applicable local county health code requirements. Written approval is required from DDW for the implementation of alternatives to the Waterworks Standards and, effective December 14, 2017, requests for alternatives to the Waterworks Standards must include information consistent with: DDW's [Waterworks Standards Main Separation Alternative Request Checklist](#).

In addition to the following general guidelines, further review of the proposed project must be evaluated by Metropolitan and requirements may vary based on site specific conditions.

- A. Sanitary Sewer and Hazardous Fluids (General Guideline See Table 1 on Page 18)
- B. Storm Drain and Recycled Water (General Guideline See Table 2 on Page 19)
- C. Irrigation with Recycled Water (General Guideline See Table 3 on Page 20)
- D. Metropolitan generally does not allow Irrigation with recycled water to be applied directly above its treated water pipelines
- E. Metropolitan requests copies of project correspondence with regulating agencies (e.g., Regional Water Quality Control Board, DDW); regarding the application of recycled water for all projects located on Metropolitan's rights-of-way

6.0 Cathodic Protection/Electrolysis Test Stations

6.1 Metropolitan Cathodic Protection

Metropolitan's existing cathodic protection facilities in the vicinity of any proposed work must be identified prior to any grading or excavation. The exact location, description, and type of protection must be shown on all project plans. Please contact Metropolitan for the location of its cathodic protection stations.

6.2 Review of Cathodic Protection Systems

Metropolitan must review any proposed installation of impressed-current cathodic protection systems on pipelines crossing or paralleling Metropolitan's pipelines to determine any potential conflicts with Metropolitan's existing cathodic protection system.

7.0 Drainage

7.1 Drainage Changes Affecting Metropolitan Rights-of-Way

Changes to existing drainage that could affect Metropolitan's rights-of-way require Metropolitan's approval. The project proponent must provide acceptable solutions to ensure Metropolitan's rights-of-way are not negatively affected by changes in the drainage conditions. Plans showing the changes, with a copy of a supporting hydrology report and hydraulic calculations, must be submitted to Metropolitan for review and approval. Long term maintenance of any proposed drainage facilities must be the responsibility of the project proponent, City, County, homeowner's association, etc., with a clear understanding of where this responsibility lies. If drainage must be discharged across Metropolitan's rights-of-way, it must be carried across by closed conduit or lined open channel and must be shown on the plans.

7.2 Metropolitan's Blowoff and Pumpwell Structures

Any changes to the existing local watercourse systems will need to be designed to accommodate Metropolitan's blowoff and pumpwell structures, which periodically convey discharged water from Metropolitan's blowoff and pumping well structures during pipeline dewatering. The project proponents' plans should include details of how these discharges are accommodated within the proposed development and must be submitted to Metropolitan for review and approval. Any blowoff discharge lines impacted must be modified accordingly at the expense of the project proponent.

8.0 Grading and Settlement

8.1 Changes in Cover over Metropolitan Pipelines

The existing cover over Metropolitan's pipelines must be maintained unless Metropolitan determines that proposed changes in grade and cover do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance capability. Load and settlement or rebound due to change in cover over a Metropolitan pipeline or ground in the area of Metropolitan's rights-of-way will be factors considered by Metropolitan during project review.

In general, the minimum cover over a Metropolitan pipeline is 4 feet and the maximum cover varies per different pipeline. Any changes to the existing grade may require that Metropolitan's pipeline be potholed under Metropolitan's supervision to verify the existing cover.

8.2 Settlement

Any changes to the existing topography in the area of Metropolitan's pipeline or right-of-way that result in significant settlement or lateral displacement of Metropolitan's pipelines are not acceptable. Metropolitan may require submittal of a soils report showing the predicted settlement of the pipeline at 10-foot intervals for review. The data must be carried past the point of zero change in each direction and the actual size and varying depth of the fill must be considered when determining the settlement. Possible settlement due to soil collapse, rebound and lateral displacement must also be included.

In general, the typical maximum allowed deflection for Metropolitan's pipelines must not exceed a deflection of 1/4-inch for every 100 feet of pipe length. Metropolitan may require additional information per its Geotechnical Guidelines. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

9.0 Construction Equipment

9.1 Review of Proposed Equipment

Use of equipment across or adjacent to Metropolitan's facilities is subject to prior review and written approval by Metropolitan. Excavation, backfill, and other work in the vicinity of Metropolitan's facilities must be performed only by methods and with equipment approved by Metropolitan. A list of all equipment to be used must be submitted to Metropolitan a minimum of 30 days before the start of work.

- A. For equipment operating within paved public roadways, equipment that imposes loads not greater than that of an AASHTO H-20 vehicle (see Figure 1 on Page 21) may operate across or adjacent to Metropolitan's pipelines provided the equipment operates in non-vibratory mode and the road remains continuously paved.
- B. For equipment operating within unpaved public roadways, when the total cover over Metropolitan's pipeline is 10 feet or greater, equipment imposing loads no greater than those imposed by an AASHTO H-20 vehicle may operate over or adjacent to the pipeline provided the equipment is operated in non-vibratory mode. For crossings, vehicle path shall be maintained in a smooth condition, with no breaks in grade for 3 vehicle lengths on each side of the pipeline.

9.2 Equipment Restrictions

In general, no equipment may be used closer than 20 feet from all Metropolitan above-ground structures. The area around the structures should be flagged to prevent equipment encroaching into this zone.

9.3 Vibratory Compaction Equipment

Vibratory compaction equipment may not be used in vibratory mode within 20 feet of the edge of Metropolitan's pipelines.

9.4 Equipment Descriptions

The following information/specifications for each piece of equipment should be included on the list:

- A. A description of the equipment, including the type, manufacturer, model year, and model number. For example, wheel tractor-scraper, 1990 Caterpillar 627E.
- B. The empty and loaded total weight and the corresponding weight distribution. If equipment will be used empty only, it should be clearly stated.
- C. The wheel base (for each axle), tread width (for each axle), and tire footprint (width and length) or the track ground contact (width and length), and track gauge (center to center of track).

10.0 Excavations Close to Metropolitan Facilities

10.1 Shoring Design Submittal

Excavation that impacts Metropolitan's facilities requires that the contractor submit an engineered shoring design to Metropolitan for review and acceptance a minimum of 30 days before the scheduled start of excavation. Excavation may not begin until the shoring design is accepted in writing by Metropolitan.

Shoring design submittals must include all required trenches, pits, and tunnel or jacking operations and related calculations. Before starting the shoring design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements, particularly as to any special procedures that may be required.

10.2 Shoring Design Requirements

Shoring design submittals must be stamped and signed by a California registered civil or structural engineer. The following requirements apply:

- A. The submitted shoring must provide appropriate support for soil adjacent to and under Metropolitan's facilities.
- B. Shoring submittals must include detailed procedures for the installation and removal of the shoring.
- C. Design calculations must follow the Title 8, Chapter 4, Article 6 of the California Code of Regulations (CCR) guidelines. Accepted methods of analysis must be used.
- D. Loads must be in accordance with the CCR guidelines or a soils report by a geotechnical consultant.
- E. All members must be secured to prevent sliding, falling, or kickouts.

Metropolitan's pipelines must be located by potholing under Metropolitan's supervision before the beginning construction. Use of driven piles within 20 feet of the centerline of Metropolitan's pipeline is not allowed. Piles installed in drilled holes must have a minimum 2-foot clearance between Metropolitan's pipeline and the edge of the drilled hole, and a minimum of 1-foot clearance between any part of the shoring and Metropolitan's pipeline.

11.0 Support of Metropolitan Facilities

11.1 Support Design Submittal

If temporary support of a Metropolitan facility is required, the contractor shall submit a support design plan to Metropolitan for review and approval a minimum of 30 days before the scheduled start of work. Work may not begin until the support design is approved in writing by Metropolitan. Before starting design, the design engineer should consult with Metropolitan regarding Metropolitan's requirements.

11.2 Support Design Requirements

Support design submittals must be prepared, stamped, and signed by a California registered civil or structural engineer. The following requirements apply:

- A. Support drawings must include detailed procedures for the installation and removal of the support system.
- B. Design calculations must follow accepted practices, and accepted methods of analysis must be used.
- C. Support designs must show uniform support of Metropolitan's facilities with minimal deflection.
- D. The total weight of the facility must be transferred to the support system before supporting soil is fully excavated.
- E. All members must be secured to prevent sliding, falling, or kickouts.

12.0 Backfill

12.1 Metropolitan Pipeline Not Supported

In areas where a portion of Metropolitan pipeline is not supported during construction, the backfill under and to an elevation of 6 inches above the top of the pipeline must be one-sack minimum cement sand slurry. To prevent adhesion of the slurry to Metropolitan's pipeline, a minimum 6-mil-thick layer of polyethylene sheeting or similar approved sheeting must be placed between the concrete support and the pipeline.

12.2 Metropolitan Pipeline Partially Exposed

In areas where a Metropolitan pipeline is partially exposed during construction, the backfill must be a minimum of 6 inches above the top of the pipeline with sand compacted to minimum 90 percent compaction.

12.3 Metropolitan Cut and Cover Conduit on Colorado River Aqueduct (CRA)

In areas where a Metropolitan cut and cover conduit is exposed, the following guidelines apply:

- A. No vehicle or equipment shall operate over or cross the conduit when the cover is less than 3 feet.
- B. Track-type dozer with a gross vehicle weight of 12,000 lbs or less may be used over the conduit when the cover is a minimum of 3 feet.
- C. Wheeled vehicles with a gross vehicle weight of 8,000 lbs or less may operate over the conduit when the cover is a minimum of 4 feet.
- D. Tracked dozer or wheeled vehicle should be used to push material over the conduit from the side.
- E. Tracked dozer or wheeled vehicle should gradually increase cover on one side of the conduit and then cross the conduit and increase cover on the other side of the conduit. The cover should be increased on one side of the conduit until a maximum of 2 feet of fill has been placed. The cover over the conduit is not allowed to be more than 2 feet higher on one side of the conduit than on the other side.
- F. The cover should be gradually increased over the conduit until the grade elevations have been restored.

13.0 Piles

13.1 Impacts on Metropolitan Pipelines

Pile support for structures could impose lateral, vertical and seismic loads on Metropolitan's pipelines. Since the installation of piles could also cause settlement of Metropolitan pipelines, a settlement and/or lateral deformation study may be required for pile installations within 50 feet of Metropolitan's pipelines. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

13.2 Permanent Cast-in-place Piles

Permanent cast-in-place piles must be constructed so that down drag forces of the pile do not act on Metropolitan's pipeline. The pile must be designed so that down drag forces are not developed from the ground surface to springline of Metropolitan's pipeline.

Permanent cast-in-place piles shall not be placed closer than 5 feet from the edge of Metropolitan's pipeline. Metropolitan may require additional information per its Geo-technical Guidelines for pile installation. Please contact Metropolitan's Substructures Team for a copy of the Geotechnical Guidelines.

14.0 Protective Slabs for Road Crossings Over Metropolitan Pipelines

Protective slabs must be permanent cast-in-place concrete protective slabs configured in accordance with Drawing SK-1 (See Figure 2 on Page 22).

The moments and shear for the protective slab may be derived from the American Association of State Highway and Transportation Officials (AASHTO). The following requirements apply:

- A. The concrete must be designed to meet the requirements of AASHTO
- B. Load and impact factors must be in accordance with AASHTO. Accepted methods of analysis must be used.
- C. The protective slab design must be stamped and signed by a California registered civil or structural engineer and submitted to Metropolitan with supporting calculations for review and approval.

Existing protective slabs that need to be lengthened can be lengthened without modification, provided the cover and other loading have not been increased.

15.0 Blasting

At least 90 days prior to the start of any drilling for rock excavation blasting, or any blasting in the vicinity of Metropolitan's facilities, a site-specific blasting plan must be submitted to Metropolitan for review and approval. The plan must consist of, but not be limited to, hole diameters, timing sequences, explosive weights, peak particle velocities (PPV) at Metropolitan pipelines/structures, and their distances to blast locations. The PPV must be estimated based on a site-specific power law equation. The power law equation provides the peak particle velocity versus the scaled distance and must be calibrated based on measured values at the site.

16.0 Metropolitan Plan Review Costs, Construction Costs and Billing

16.1 Plan Review Costs

Metropolitan plan reviews requiring 8 labor hours or less are generally performed at no cost to the project proponent. Metropolitan plan reviews requiring more than 8 labor hours must be paid by the project proponent, unless the project proponent has superior rights at the project area. The plan review will include a written response detailing Metropolitan's comments, requirements, and/or approval.

A deposit of funds in the amount of the estimated cost and a signed letter agreement will be required from the project proponent before Metropolitan begins or continues a detailed engineering plan review that exceeds 8 labor hours.

16.2 Cost of Modification of Facilities Performed by Metropolitan

Cost of modification work conducted by Metropolitan will be borne by the project proponent, when Metropolitan has paramount/prior rights at the subject location.

Metropolitan will transmit a cost estimate for the modification work to be performed (when it has paramount/prior rights) and will require that a deposit, in the amount of the estimate, be received before the work will be performed.

16.3 Final Billing

Final billing will be based on the actual costs incurred, including engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the total cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice for the additional amount will be forwarded for payment.

17.0 Street Vacations and Reservation of Easements for Metropolitan

A reservation of an easement is required when all or a portion of a public street where Metropolitan facilities are located is to be vacated. The easement must be equal to the street width being vacated or a minimum 40 feet. The reservation must identify Metropolitan as a "public entity" and not a "public utility," prior to recordation of the vacation or tract map. The reservation of an easement must be submitted to Metropolitan for review prior to final approval.

18.0 Metropolitan Land Use Guidelines

If you are interested in obtaining permission to use Metropolitan land (temporary or long term), a Land Use Form must be completed and submitted to Metropolitan for review and consideration. A nonrefundable processing fee is required to cover Metropolitan's costs for reviewing your request. Land Use Request Forms can be found at:

http://mwdh2o.com/PDF_Doing_Your_Business/4.7.1_Land_Use_Request_form_revised.pdf

The request should be emailed to RealEstateServices@mwdh2o.com, or contact the Real Property Development and Management (RPDM) Group at (213) 217-7750.

After the initial application form has been submitted, Metropolitan may require the following in order to process your request:

- A. A map indicating the location(s) where access is needed, and the location & size (height, width and depth) of any invasive subsurface activity (boreholes, trenches, etc.).
- B. The California Environmental Quality Act (CEQA) document(s) or studies that have been prepared for the project (e.g., initial study, notice of exemption, Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), etc.).
- C. A copy of an ACORD insurance certification naming Metropolitan as an additional insured, or a current copy of a statement of self-insurance.
- D. Confirmation of the legal name of the person(s) or entity(ies) that are to be named as the permittee(s) in the entry permit.
- E. Confirmation of the purpose of the land use.
- F. The name of the person(s) with the authority to sign the documents and any specific signature title block requirements for that person or any other persons required to sign the document (i.e., legal counsel, Board Secretary/Clerk, etc.).
- G. A description of any vehicles that will have access to the property. The exact make or model information is not necessary; however, the general vehicle type, expected maximum dimensions (height, length, width), and a specific maximum weight must be provided.

Land use applications and proposed use of the property must be compatible with Metropolitan's present and/or future use of the property. Any preliminary review of your request by Metropolitan shall not be construed as a promise to grant any property rights for the use of Metropolitan's property.

19.0 Compliance with Environmental Laws and Regulations

As a public agency, Metropolitan is required to comply with all applicable environmental laws and regulations related to the activities it carries out or approves. Consequently, project plans, maps, and other information must be reviewed to determine Metropolitan's obligations pursuant to state and federal environmental laws and regulations, including, but not limited to:

- A. California Environmental Quality Act (CEQA) (Public Resources Code 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 1500-15387)
- B. Federal Endangered Species Act (ESA) of 1973, 16 U.S.C. §§ 1531, et seq.
- C. California Fish and Game Code Sections 2050-2069 (California ESA)
- D. California Fish and Game Code Section 1602
- E. California Fish and Game Code Sections 3511, 4700, 5050 and 5515 (California fully protected species)
- F. Federal Migratory Bird Treaty Act (MBTA), 16 U.S.C. §§ 703-712
- G. Federal Clean Water Act (including but not limited to Sections 404 and 401) 33 U.S.C. §§ 1342, 1344)

- H. Porter Cologne Water Quality Control Act of 1969, California Water Code §§ 13000-14076.
- I. Title 22, California Code of Regulations, Chapter 16 (California Waterworks Standards), Section 64572 (Water Main Separation)

Metropolitan may require the project applicant to pay for any environmental review, compliance and/or mitigation costs incurred to satisfy such legal obligations.

20.0 Paramount Rights / Metropolitan's Rights within Existing Rights-of-Way

Facilities constructed within Metropolitan's rights-of-way shall be subject to the paramount right of Metropolitan to use its rights-of-way for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove or relocate any facilities from its rights-of-way, such removal and replacement or relocation shall be at the expense of the owner of the facility.

21.0 Disclaimer and Information Accuracy

Metropolitan assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavating and assumes all liability for damage to Metropolitan's facilities as a result of such excavation. Additionally, the user is cautioned to conduct surveys and other field investigations as you may deem prudent, to assure that your project plans are correct. The relevant representative from Metropolitan must be called at least two working days, before any work activity in proximity to Metropolitan's facilities.

It generally takes 30 days to review project plans and provide written responses. Metropolitan reserves the right to modify requirements based on case-specific issues and regulatory developments.

Table 1: General Guidelines for Pipeline Separation between Metropolitan’s Pipeline¹ and Sanitary Sewer² or Hazardous Fluid Pipeline³

<p><u>Pipeline Crossings</u></p>	<p>Metropolitan requires that sanitary sewer and hazardous fluid pipelines that cross Metropolitan’s pipelines have special pipe construction (no joints) and secondary containment⁴. This is required for the full width of Metropolitan’s rights-of-way or within 10 feet tangent to the outer edges of Metropolitan’s pipeline within public streets. Additionally, sanitary sewer and hazardous fluid pipelines crossing Metropolitan’s pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance between the top and the bottom of Metropolitan’s pipeline and the pipe casing.</p> <p>These requirements apply to all sanitary sewer crossings regardless if the sanitary sewer main is located below or above Metropolitan’s pipeline.</p>
<p><u>Parallel Pipeline</u></p>	<p>Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requires that all parallel sanitary sewer, hazardous fluid pipelines and/or non-potable utilities be located a minimum of 10 feet from the outside edges of Metropolitan’s pipelines. When 10-foot horizontal separation criteria cannot be met, longitudinal pipelines require special pipe construction (no joints) and secondary containment⁴.</p>
<p><u>Sewer Manhole</u></p>	<p>Sanitary sewer manholes are not allowed within Metropolitan’s rights-of-way. Within public streets, Metropolitan requests manholes parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment⁵.</p>

Notes:

¹ Separation distances are measured from the outer edges of each pipe.

² Sanitary sewer requirements apply to all recycled water treated to less than disinfected tertiary recycled water (disinfected secondary recycled water or less). Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.

³ Hazardous fluids include e.g., oil, fuels, chemicals, industrial wastes, wastewater sludge, etc.

⁴ Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.

⁵ Secondary Containment for Structures – Secondary containment consists of external HDPE liner or other approved method.

Table 2: General Guidelines for Pipeline Separation between Metropolitan’s Pipeline¹ and Storm Drain and/or Disinfected Tertiary Recycled Water²

<p><u>Pipeline Crossings</u></p>	<p>Metropolitan requires crossing pipelines to be special pipe construction (no joints) or have secondary containment³ within 10-feet tangent to the outer edges of Metropolitan’s pipeline. Additionally, pipelines crossing Metropolitan’s pipelines must be perpendicular and maintain a minimum 1-foot vertical clearance.</p>
<p><u>Parallel Pipeline</u></p>	<p>Metropolitan generally does not permit the installation of longitudinal pipelines along its rights-of-way. Within public streets, Metropolitan requests that all parallel pipelines be located a minimum of 10 feet from the outside edges of Metropolitan’s pipelines. When 10-foot horizontal separation criteria cannot be met, special pipe construction (no joints) or secondary containment³ are required.</p>
<p><u>Storm Drain Manhole</u></p>	<p>Permanent utility structures (e.g., manhole, catch basin, inlets) are not allowed within Metropolitan’s rights-of-way. Within public streets, Metropolitan requests all structures parallel to its pipeline be located a minimum of 10 feet from the outside edges of its pipelines. When 10 foot horizontal separation criteria cannot be met, the structure must have secondary containment⁴.</p>

Notes:

¹ Separation distances are measured from the outer edges of each pipe.

² Disinfected tertiary recycled water as defined in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.

³ Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.

⁴ Secondary Containment for Structures – Secondary containment consists of external HDPE liner or other approved method.

Table 3: General Guidelines for Pipeline Separation¹ between Metropolitan’s Pipeline and Recycled Water^{2,4} Irrigations

<p>Pressurized recycled irrigation mainlines</p>	<ul style="list-style-type: none"> • Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing pressurized recycled irrigation mainlines must be special pipe construction (no joints) or have secondary containment³ within 10-feet tangent to the outer edges of Metropolitan’s pipeline. • Longitudinal - must maintain a minimum 10-foot horizontal separation and route along the perimeter of Metropolitan’s rights-of-way where possible.
<p>Intermittently Energized Recycled Water Irrigation System Components</p>	<ul style="list-style-type: none"> • Crossings - must be perpendicular and maintain a minimum 1-foot vertical clearance. Crossing irrigation laterals within 5-feet tangent to the outer edges of Metropolitan’s pipeline must be special pipe construction (no joints) or have secondary containment³. • Longitudinal – must maintain a minimum 5-foot horizontal separation between all intermittently energized recycled water irrigation system components (e.g. irrigation lateral lines, control valves, rotors) and the outer edges of Metropolitan’s pipeline. Longitudinal irrigation laterals within 5-feet tangent to the outer edges of Metropolitan’s pipeline must be special pipe construction (no joints) or have secondary containment³.
<p>Irrigation Structures</p>	<p>Irrigation structures such as meters, pumps, control valves, etc. must be located outside of Metropolitan’s rights-of-way.</p>
<p>Irrigation spray rotors near Metropolitan’s aboveground facilities</p>	<p>Irrigation spray rotors must be located a minimum of 20-foot from any Metropolitan above ground structures with the spray direction away from these structures. These rotors should be routinely maintained and adjusted as necessary to ensure no over-spray into 20-foot clear zones.</p>
<p>Irrigations near open canals and aqueducts</p>	<p>Irrigation with recycled water near open canals and aqueducts will require a setback distance to be determined based on site-specific conditions. Runoff of recycled water must be contained within an approved use area and not impact Metropolitan facilities. Appropriate setbacks must also be in place to prevent overspray of recycled water impacting Metropolitan’s facilities.</p>

Notes:

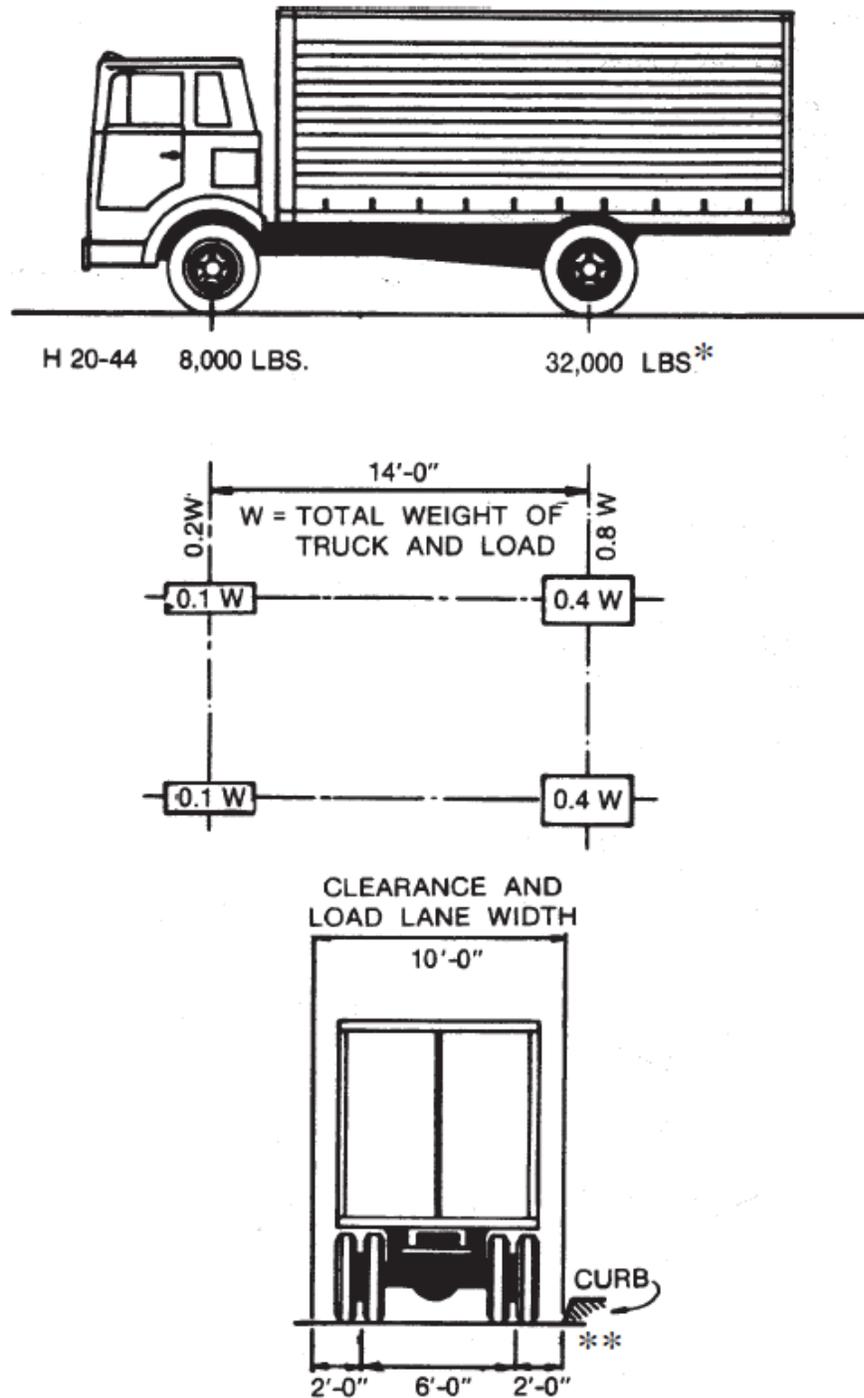
¹ Separation distances are measured from the outer edges of each pipe.

² Requirements for recycled water irrigation apply to all levels of treatment of recycled water for non-potable uses. Recycled water definitions are included in Title 22, California Code of Regulations, Chapter 3 (Water Recycling Criteria), Section 60301.

³ Secondary Containment for Pipeline - Secondary containment consists of a continuous pipeline sleeve (no joints). Examples acceptable to Metropolitan include welded steel pipe with grout in annular space and cathodic protection (unless coated with non-conductive material) and High Density Polyethylene (HDPE) pipe with fusion-welded joints.

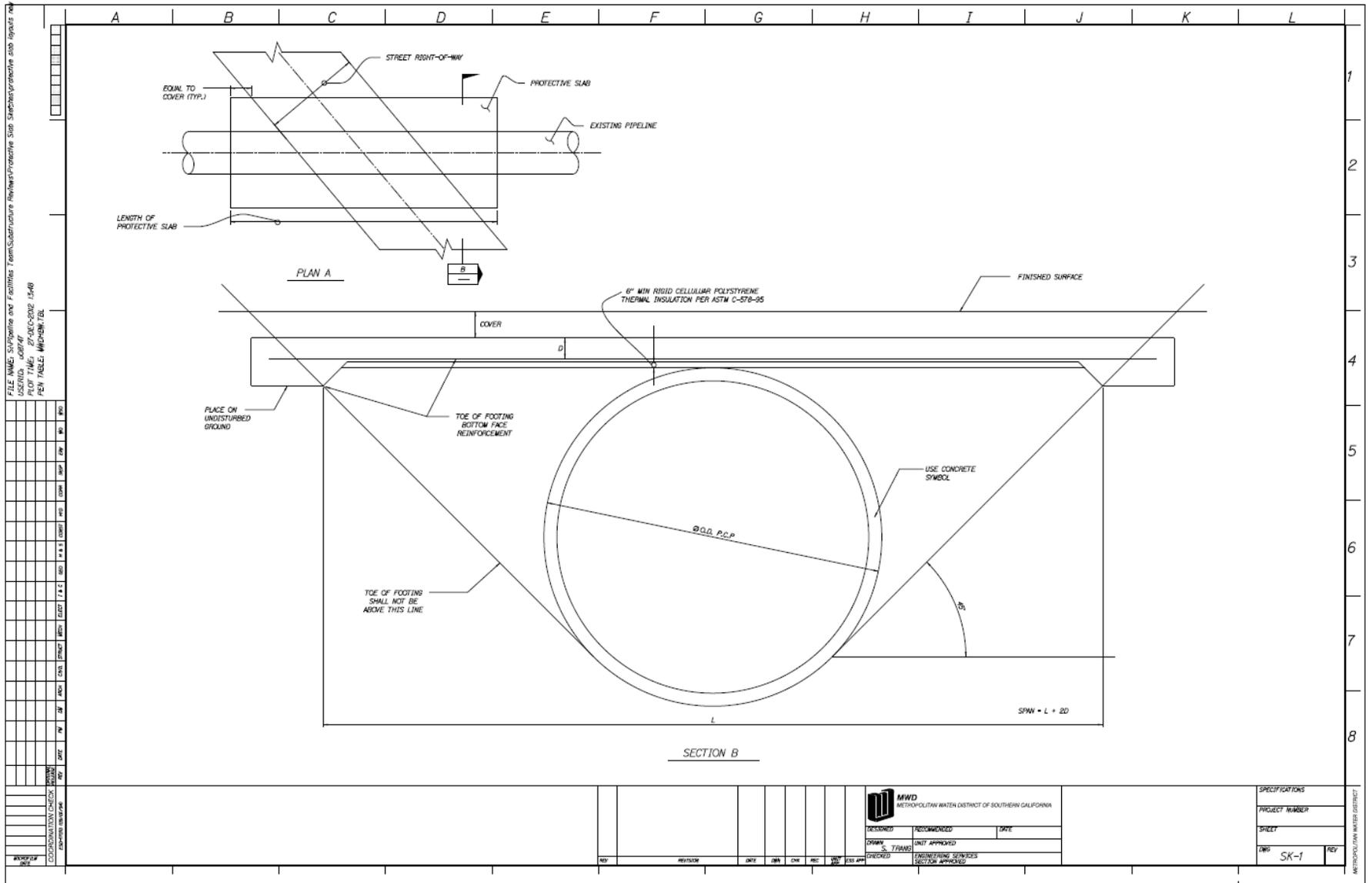
⁴ Irrigation with recycled water shall not be applied directly above Metropolitan’s treated water pipelines.

Figure 1: AASHTO H-20 Loading



Note: The H loadings consist of a two-axle truck or the corresponding lane loadings as illustrated above. The H loadings are designated "H" followed by a number indicating the gross weight in tons of the standard truck.

Figure 2: Drawing SK-1





COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

October 10, 2018

Ref. Doc. No.: 4728359

Mr. Craig Chalfant, Senior Planner
Development Services/Planning Bureau
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

NOP Response for the Globemaster Corridor Specific Plan

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 13, 2018. The proposed project area is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Long Beach (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City sewerage system, please contact the City Department of Public Works and/or the Los Angeles County Department of Public Works.
2. The Districts should review individual developments within the proposed project area in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
3. The wastewater generated by the City is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently produces an average flow of 254.7 mgd, or the Long Beach Water Reclamation Plant, which has a capacity of 25 mgd and currently produces an average recycled water flow of 9.8 mgd.
4. In order to estimate the volume of wastewater a development project will generate, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link for a copy of the Districts' average wastewater generation factors.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System. Although the

proposed plan area is currently receiving sewerage service, anyone increasing the quantity of wastewater discharged due to development projects on parcels already connected to the sewerage system is required to pay a connection fee. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Mr. Chalfant
October 5, 2018
Page 2 of 2

A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

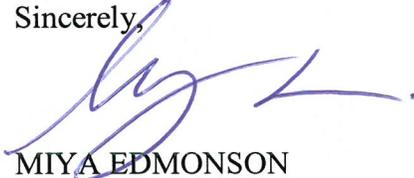
For additional TDM options, please refer to the Federal Highway Administration's Integrated Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035.pdf>.

Transportation of heavy construction equipment and/or materials, which require the use of oversized-transport vehicles on State Highways, will require a transportation permit from Caltrans. For hauling of materials, a Traffic Management Plan (TMP) for construction vehicles may be needed and should be submitted to Caltrans for review. It is recommended that large size truck trips be limited to off-peak commute periods.

Please keep in mind, an encroachment permit will be required for any project work proposed on or near the Caltrans Right of Way and all environmental concerns must be adequately addressed.

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Mr. Todd Davis, at (213) 897-0067 and refer to GTS# 07-LA-2018-01939TD.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

From: Steve Gerhardt [mailto:steve@walklongbeach.org]
Sent: Monday, September 17, 2018 11:53 AM
To: Scott Kinsey <Scott.Kinsey@longbeach.gov>
Cc: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Subject: GlobeMaster Corridor Specific Plan comments

Hi Scott,

The Specific Plan seems to be thoughtful. WLB appreciates the inclusion of pedestrian connections in the draft document, and has the following comments for the SP and EIR.

On Page 58-59, the SP document mentions the design of walkways being flexible at this point, and having landscaping along the walkways.

A more detailed cross-section of the future walkways, or narrative description in the plan, including minimum dimensions and amenities, such as pedestrian-oriented lighting, benches and perhaps distances marked along an internal walking loop with distances stenciled onto the walkway or way-finding signage to encourage walking meetings, and improve access and recreation. Because this area can be so isolated, walking loops would be welcomed by future workers.

Having pedestrian connections within the blocks might should also be encouraged where appropriate. Lastly, having inviting and safe pedestrian connections from the GMCSP area to Cherry and Spring will be key to supporting transit use.

Thanks!

**City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form**

(please hand in to City staff at the meeting or mail back by Thursday, October 11, 2018)

Name: Karl Eggers
Agency/Organization: Walk Bike Long Beach
Address: [REDACTED]
City, State, Zip Code: Long Beach CA 90815
Phone (optional): (562) 843-4184
E-mail (optional): eggman84@alumni.mines.edu

Comments:

Section 2.4.4, Circulation and Site Accessibility, 1st paragraph under Street Network (page 11) states that "Due to the auto orientation of the land uses in the Plan Area and the dependency on vehicles to access the Plan Area, there is not an emphasis in the overall block structure and public realm to support pedestrian, bicycle, and other modes of active transportation. Most streets in the Plan Area lack features and amenities such as shading, bike racks, benches, and bus shelters that are needed to support a multi-modal transportation network."

Every effort should be made to correct this condition (auto orientation) in the Specific Plan. Specifically, bike lanes, sidewalks, and other infrastructure should be included in the circulation network in the Plan Area that will encourage/increase active transportation (e.g., bicycling, walking) and transit usage.

The Specific Plan should acknowledge that the Metro Blue Line, a major transit corridor in the Long Beach area, is less than 2 miles to the west, with stops at Wardlow Avenue and Willow Street. The Specific Plan should also acknowledge that there is a large residential area immediately to the west of the Plan Area that can and should be connected to the Plan Area with safe infrastructure that encourages active transportation to future work sites. This applies equally to the large residential area to the east of the Airport, which can easily reach the Plan Area via enhanced bike routes along Carson and Cover Streets.

Section 3.16, Transportation and Traffic: Both items a) and b) are noted as having **Potentially Significant Impact**. As stated in item a) "Full buildout of the Specific Plan has the potential to result in an increase in daily and peak-hour traffic within the Plan Area and surrounding areas. The resulting increase could exceed existing plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. An increase in vehicle trips could result in a potentially significant impact. As such, a traffic impact analysis will be conducted, and the results will be included in the EIR/EIS."

Given that a large percentage of the CO2 emissions, and toxic air pollutants in the LA basin are created by transportation system, the traffic impact analysis should study how to reduce car trips; not just how to mitigate the impact. It should be acknowledged that the majority of the current traffic is passing thru the Plan Area, and as such adds little to no economic value to the Plan Area. What will be done to reduce the amount of single passenger vehicles passing thru and accessing the Plan Area.



California Heights Neighborhood Association
3553 Atlantic Avenue, #350
Long Beach, CA 90807

City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Attn: Craig Chalfant, Senior Planner

October 11, 2018

Dear Mr. Chalfant,

Thank you for providing the Notice of Preparation document and allowing **us** to review and comment on the potential environmental impacts of the Specific Plan. Our organization, the California Heights Neighborhood Association (CHNA), is a non-profit organization that works to promote public knowledge and preservation of historic and architectural resources within the largest historic district in Long Beach. California Heights, our historic district, borders the proposed Specific Plan boundary at the northwest corner of Wardlow Road and Cherry Avenue. Due to this adjacency, we are very interested in potential impacts to our historic district.

We would like to thank you, City staff, and our elected officials in initiating the Globemaster Corridor Specific Plan ("Specific Plan") project with the intention of improving the Boeing property and the rest of the Cherry Avenue corridor. We are generally pleased with the vision and the direction of the Specific Plan. CHNA has identified and would like to request consideration of the following potential impacts of the proposed Specific Plan.

Cultural Resources

The California Heights neighborhood was established in 1924 and areas surrounding our district were developed prior to 1950. We believe that significant historic resources, such as the former Fire Station No. 14 located at 1838 E. Wardlow Road, should be evaluated for preservation and/or adaptive reuse, and appropriate mitigation measures be included for these historical resources prior to any demolition. Listed below are additional buildings that were constructed prior to 1950.

Potential Historic Resources

- 3341 Cherry Avenue (APN: 7148-020-021), constructed in 1933
- 3275 Cherry Avenue (APN: 7148-020-009), constructed in 1929
- 3249 Cherry Avenue (APN: 7148-020-010), constructed in 1929
- 3170 Cherry Avenue (APN: 7149-006-047), constructed in 1940
- 3204 Cherry Avenue (APN: 7149-006-045), constructed in 1933
- 3252 Cherry Avenue (APN: 7149-006-042), constructed in 1937
- 3254 Cherry Avenue (APN: 7149-006-062), constructed in 1937
- 3366 Cherry Avenue (APN: 7149-006-035), constructed in 1937
- 3431 Cherry Avenue (APN: 7147-026-017), constructed in 1947



California Heights Neighborhood Association
3553 Atlantic Avenue, #350
Long Beach, CA 90807

- 1900 E. Carson Street (APN: 7137-013-001), constructed in 1942 (Iglesia Católica Santísimo Sacramento)
- 4110 Gardenia Avenue (APN: 7137-012-009), constructed in 1947 (California Heights Baptist Church)

Traffic, Air Quality, Noise

The proposed Specific Plan will alter the traffic patterns that existed under the Boeing operations, as well as current operations. Furthermore, the existing signal at Wardlow Road and Cherry Avenue is deficient. During the PM Peak hour, northbound traffic from that signal is sometimes congested to Spring Street in Signal Hill. The traffic analysis should identify appropriate mitigation measure to provide for a more efficient traffic flow when the right-of-way is in the City's jurisdiction. We recommend that expanding Cherry Avenue to six (6) lanes be considered as a mitigation measure. This design would be consistent with existing Cherry Avenue south of the 405 freeway and north of Carson Street.

We also request that the Draft Environmental Impact Report (EIR) include mitigation measures to deter cut-through traffic in the California Heights neighborhood. Potential mitigation measures include, but are not limited to: the prohibition of truck traffic on Wardlow Road west of Cherry Avenue and appropriate signage, and the continuation of the prohibition of westbound traffic on 36th Street from crossing Cherry Avenue and entering into the California Heights neighborhood during the afternoon.

The Draft EIR should analyze the truck traffic anticipated to be generated by the build-out of the Specific Plan. Appropriate mitigation should be included to ensure that trucks use truck routes (such as signage) and not on streets not designated as truck routes, such as Wardlow Road west of Cherry Avenue. Should Wardlow Road become designated as a truck route, air quality, noise, and safety impacts (due to the narrow lanes and allowance of on-street parking) on the neighborhood and residential dwellings along Wardlow need to be considered.

We would like to request that the California Heights Neighborhood Association be included on future notifications of this Specific Plan. We prefer electronic notification, but if a physical address is needed, please send the notice to the address indicated in the header. Once again, thank you for taking the time to improve the Cherry Avenue corridor and for keeping our organization informed.

Thank for your consideration,

California Heights Neighborhood Association

From: Julianna Robbins [mailto:juliannarobbins@me.com]
Sent: Monday, October 01, 2018 9:12 AM
To: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Subject: Globemaster Corridor Input

Hi Craig,

I attended the recent meeting at Hughes regarding the Globemaster Corridor Specific Plan Project. Some comments:

~ Is there to be any dedicated Park/trail/open/public space above the mandated 'open space' according to Tier 1 or Tier 2. While these spaces are nice, they are not truly park or open space - not a place for anyone except employees really. Is there any consideration for the city to purchase or plan a communal park or public space?

~ The bike lane interchange from Bixby through across Cherry to Cover is really bad. Super dangerous and the bike lane essentially disappears until you're halfway down Cover to the golf course / Paramount. I'd love to see plans coordinated with Lakewood to greatly improve this.

~ Is there perhaps a chance to work with the Lakewood business along Cherry that are in serious need of facade improvements? It would help tie the whole of Cherry together.

~ The light at Bixby and Cherry needs a protected left turn signal in all directions. I've spoken to the Traffic planner who oversees these types of improvements and it's on the list, but perhaps it could happen sooner than later as these changes are eventually coming to the corridor and the light should be addressed. There was yet another accident there last week that was pretty serious (flipped car into Shelby's parking lot).

~ Love the ideas about making Cherry and Wardlow more walkable, street facing businesses, seating, lighting, etc.

~ Any time we can incorporate walking and biking paths, landscaping, lighting, varied business fronts, etc. would help the neighborhood. There are very few neighborhood services from Wardlow to Carson along Cherry and it would be great to have a coffee shop or anything to walk to.

~ While this area cannot easily incorporate housing, Lakewood, Signal Hill and Long Beach are in serious housing shorting and need affordable housing that keeps areas walkable and livable not just business friendly. The more LA and OC workers come and see LB, the more impacted housing is going to become. Businesses need to be aware of the surrounding housing issues. I'd love to see new projects for affordable, transit friendly housing though I'm sure some NIMBYs in Bixby don't care for it!

I believe I'm signed up for future Globemaster communications, but the more you could get the word out, the better. Perhaps an article with the LB Post?

Warm regards,

Julianna Robbins
juliannarobbins@me.com
562-277-8168

City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form

Kristi von der Linden

Long Beach, CA 90807

k_vonderlinden@yahoo.com

Comments:

Traffic and Noise concerns:

- Heavy truck traffic and parking during construction period.
- Traffic concerns where traffic is already an issue - Cherry Ave freeway off ramp and Cherry Ave in both directions, especially during a.m. and p.m. rush hour.
- Local neighborhood will be used to avoid traffic on Wardlow Ave and Cherry Ave (i.e., 36th Street)
- Staff talked about this project being similar to LBX. Serious concerns with regard to traffic planning at LBX. The traffic issues on Cover Street seem to be escalating as this areas gains more tenants. For example, autos turning left into The California Fish Market driveway cause congestion for autos coming out of the driveway. This is a hazard and delays traffic in all directions.
- Noise and dust during construction period.
- Noise from future and current tenants. The Water Department on Warlow Ave has an industrial outdoor telephone bell ringer that rings 24/7. It can be heard throughout the neighborhood at all hours. Can this be addressed and potential similar noises?

Thank you for your efforts and professionalism.

City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form

(please hand in to City Staff at the meeting or mail back by Thursday, October 11, 2018)

Name: Russell McCurdy
Agency/Organization: none (Long Beach resident)
Address: [REDACTED]
Long Beach, CA 90802
Phone: 520.834.4619
E-mail: russmccurdy@msn.com

Comments:

1. Pedestrian Safety on Cherry Ave. – new businesses will bring increased traffic on Cherry Ave between the 405 Freeway and Carson St. The street should have a central median to prevent pedestrian crossings between intersections. Consider the new “scramble” pedestrian intersections at all intersections with traffic control lights. This will also facilitate right turns without conflicting pedestrian traffic.
2. Bicycle/Scooter/e-pedestrian-vehicles – with the increased traffic on Cherry Ave. and the city wide emphasis on improving safety for bicycle/Scooter/e-pedestrian-vehicles, a “protected lane” for bicycle/Scooter/e-pedestrian-vehicles should be established on each side of Cherry Ave. This will be much safer for everyone especially because the speed cars travel on Cherry Ave.
3. Eliminate curbside parking on Cherry Ave. – curbside parking slows down traffic and creates higher risks of collisions when people park and when people enter and exit their cars adjacent to a traffic lane.
4. Maintain 2 or more full width lanes on each side of Cherry Ave. – retail and industrial businesses need to have good access for large trucks and truck trailers. Reducing lane width to implement “traffic calming” will impede delivery and pickup access to businesses.

**City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form**

(please hand in to City staff at the meeting or mail back by Thursday, October 11, 2018)

Name: David Herley

Agency/Organization: Blanche T. Herley Trust

Address: [REDACTED]

City, State, Zip Code: Long Beach, Ca 90807

Phone (optional): 562-424-2523

E-mail (optional): Herley Offices@herley-kelley.co.com

Comments:

Please add me to your list

Thankyou!

City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form

(please hand in to City staff at the meeting or mail back by Thursday, October 11, 2018)

Name: Judith S. Anderson
Agency/Organization: Homeowner in California Heights
Address: [REDACTED]
City, State, Zip Code: LB, CA 90807
Phone (optional): 562-997-0228
E-mail (optional): jskanderson@earthlink.net

Comments:

What kind of accommodation will be made for the Non-Human Residents. Open space appears to be totally developed & animals need dirt

We are having a huge amount of complaints about coyotes - They need to eat. Also raccoons, possums & skunks need places to live. Lizards, Birds

I AM VERY CONCERNED ABOUT ALL THE PAVING!

HABITAT FOR NON-HUMANS

Open Space For NON-HUMANS

What about it?
Why Not They live here TOO!

**City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form**

(please hand in to City staff at the meeting or mail back by Thursday, October 11, 2018)

Name: Elise Puritz

Agency/Organization: _____

Address: [REDACTED]

City, State, Zip Code: Long Beach, CA 90814

Phone (optional): _____

E-mail (optional): epuritz@gmail.com / epuritz@mhpsa.

COY

Comments:

Having spent 4 years commuting to Orange County, I am excited for the job growth potential this master plan presents. The mayor has made tremendous strides to improve housing availability, but we lack jobs within the city that support market-rate housing. This plan will help us modernize our office market and make our city competitive to LA and OC.

City of Long Beach
Globemaster Corridor Specific Plan Project
IS/NOP Comment Form

(please hand in to City staff at the meeting or mail back by Thursday, October 11, 2018)

Name:

Silvia Quinones

Agency/Organization:

National Cleaners & Laundry

Address:

[Redacted]

City, State, Zip Code:

Long Beach

Phone (optional):

562 644 2907

E-mail (optional):

silvia-quinones@hotmail.com

Comments:

~~It~~ Parking is a big factor for employees of well as customer parking L.B.X Sucks!! as far as parking and its not even full of employees business owners and there staff.

National Cleaners & Laundry would like to stay on as a business we have been a part of the city since 1985 we are business owners as well as land owners and would like to continue being a part of the city of long beach.

Thank you

Lil - & Robert Quinones aka
Lil - Galwan Quinones
Robert & Avelina Galwan

