

C-13

May 23, 2023

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Authorize the City Manager, or designee, to execute an easement deed to be granted to Los Angeles County Flood Control District (LACFCD) for construction improvements to the Alamitos Bay Pump Station Discharge Replacement line, located at 5437 East Ocean Boulevard; and,

Accept that the project is within the scope of the Los Angeles County Water Resources Core Services discharge line replacement project for the Alamitos Bay Pump Station, previously analyzed as part of Mitigated Negative Declaration IS/MND, adopted by the County of Los Angeles Board of Supervisors on March 4, 2020. (District 3)

DISCUSSION

Los Angeles County Flood Control District (LACFCD) is requesting a Grant of Easement to conduct Alamitos Bay Pump Station improvements, located at 5437 East Ocean Boulevard. This facility is a LACD system that serves the Alamitos Peninsula and Belmont Shores area to discharge storm water (Attachment A). The current condition of the existing discharge structure has deteriorated over time and will impede flood control capability. The purpose of this project is to replace and upgrade aging facilities to increase system reliability during storms. The upgrades include replacing the existing pump station roof, exterior doors, office and bathroom, and associated amenities in addition to removing the existing discharge structure and replacing it with new buried discharge pipes and outlet structure. The amenities would be used during routine inspections or whenever the pump station is activated during storm events. To accommodate the improvements, it is necessary that a Grant of Easement be issued to LACFCD, allowing additional space to the existing easement for the new construction.

In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, an Initial Study (IS)/Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program, was approved and adopted by the Los Angeles County Board of Supervisors on March 4, 2020 (Attachment B).

The affected City of Long Beach (City) departments have reviewed the proposed Grant of Easement and have no objections to this action. The Public Works Department is asking the City Council to authorize acceptance of the Grant of Easement deed to accomplish the purpose described above.

HONORABLE MAYOR AND CITY COUNCIL

May 23, 2023

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This matter was reviewed by Deputy City Attorney Vanessa S. Ibarra on May 4, 2023 and by Budget Management Officer Nader Kaamoush on May 5, 2023.

TIMING CONSIDERATIONS

City Council action on this matter is not time critical.

FISCAL IMPACT

A Grant of Easement processing fee in the amount of \$3,313 was deposited in the General Fund Group in the Public Works Department. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



ERIC LOPEZ
DIRECTOR OF PUBLIC WORKS

APPROVED:

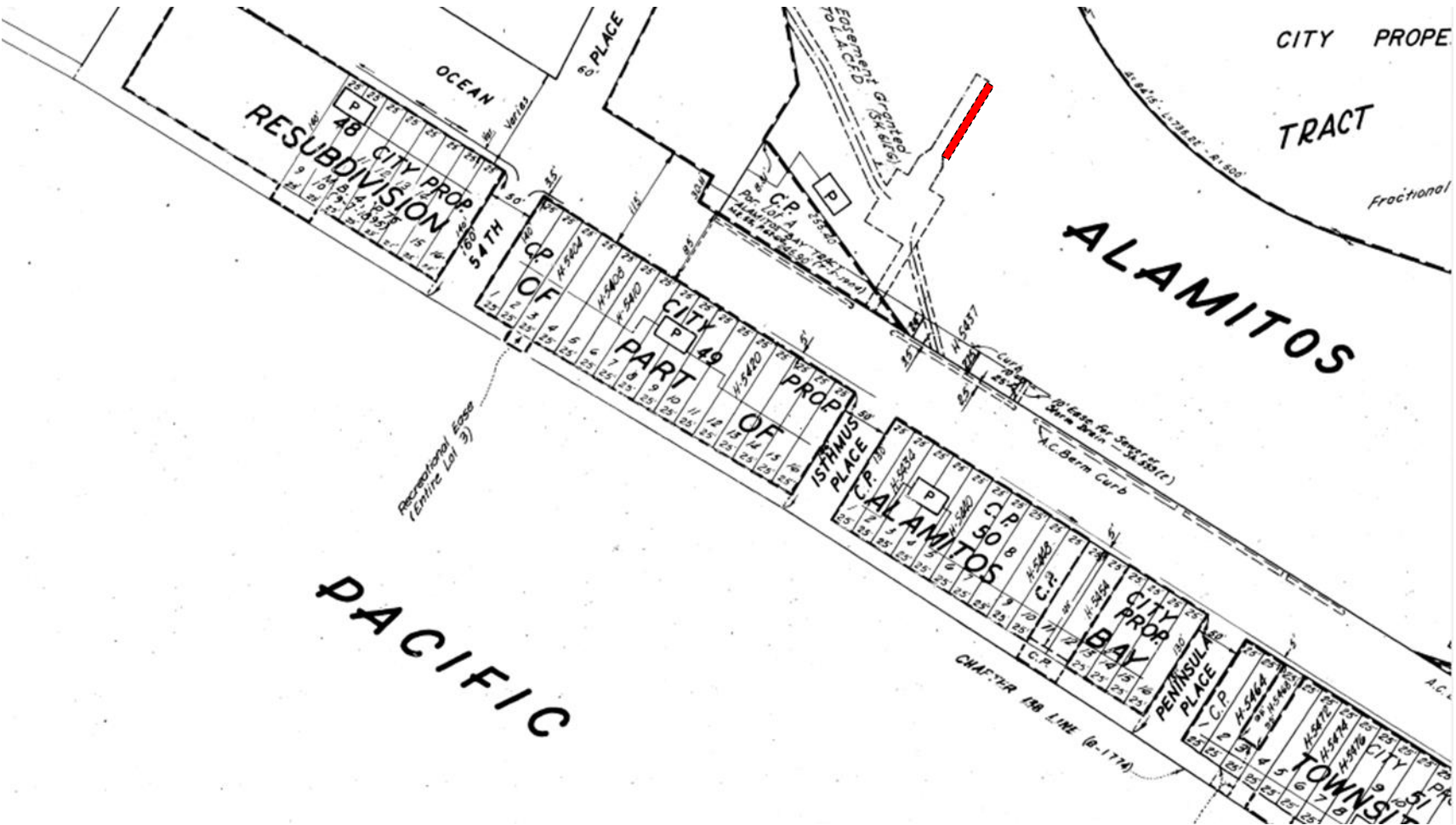


THOMAS B. MODICA
CITY MANAGER

ATTACHMENTS: A – GRANT OF EASEMENT LOCATION SKETCH (SK 214 EG)
B – LA COUNTY BOARD OF SUPERVISORS ADOPTED ENVIRONMENTAL DOCUMENT

ATTACHMENT A

SKETCH NO. 214 EG
SKETCH SHOWING PORTIONS OF THE RANCHO
LOS ALAMITOS TRACT GRANT OF EASEMENT
DEEDED TO LOS ANGELES COUNTY FLOOD
CONTROL DISTRICT BY THE CITY OF LONG BEACH
FOR ALAMITOS BAY PUMP STATION -
DISCHARGE LINE REPLACEMENT



 SHOWS AREA OF EASEMENT

ROCORDATION DATA:

CITY COUNCIL MOTION:

EXECUTED :
CITY CLERK NO. :
DOCUMENT NO. :
RECORDED :

DEPARTMENT OF PUBLIC WORKS
ENGINEERING BUREAU
CITY OF LONG BEACH, CALIFORNIA
EXHIBIT

ATTACHMENT B



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

37 March 4, 2020

A handwritten signature in black ink, appearing to read "Celia Zavala".

CELIA ZAVALA
EXECUTIVE OFFICER

March 04, 2020

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**WATER RESOURCES CORE SERVICE AREA
ALAMITOS BAY PUMP STATION
DISCHARGE LINE REPLACEMENT PROJECT
IN THE CITY OF LONG BEACH
ADOPT THE MITIGATED NEGATIVE DECLARATION
AND MITIGATION MONITORING AND REPORTING PROGRAM AND
APPROVE THE PROJECT
(SUPERVISORIAL DISTRICT 4)
(3 VOTES)**

SUBJECT

This action will adopt the environmental documents for the proposed Alamitos Bay Pump Station, Discharge Line Replacement project and approve the project located in the City of Long Beach.

IT IS RECOMMENDED THAT THE BOARD:

1. Consider the Mitigated Negative Declaration for the Alamitos Bay Pump Station, Discharge Line Replacement project, together with any comments received during the public review process; and find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board; adopt the Mitigation Monitoring and Reporting Program; find that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; find that on the basis of the whole record before the Board that there is no substantial evidence the project may have a significant effect on the environment; and adopt the Mitigated Negative Declaration.

2. Approve the project to rehabilitate the Alamitos Bay Pump Station and authorize Public Works to proceed with the preconstruction phase of the project, including the completion of construction documents and all necessary jurisdictional approvals.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will adopt the enclosed Initial Study (IS)/Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program, approve the project, and allow Public Works to proceed with the preconstruction phase for the Alamitos Bay Pump Station, Discharge Line Replacement project.

The Alamitos Bay Pump Station, located at 5425 East Ocean Boulevard in the City of Long Beach, serves the Alamitos Peninsula and Belmont Shores area. The current condition of the existing discharge structure has deteriorated over time and will impede flood control capability. The purpose of this project is to replace and upgrade aging facilities to increase system reliability during storms. The upgrades include replacing the existing pump station roof, exterior doors, office and bathroom, and associated amenities in addition to removing the existing discharge structure and replacing it with new buried discharge pipes and outlet structure. The amenities would be used during routine inspection or whenever the pump station is activated during storm events.

The preconstruction phase includes the preparation of design and construction documents and all necessary jurisdictional approvals. Public Works will utilize in-house staff to prepare the construction documents.

The estimated total project cost is \$3,663,000.

Public Works will return to the Board to request approval to adopt, advertise, and award the construction contract.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability and Objective III.3.2, Manage and Maximize County Assets. The recommended actions support ongoing efforts to manage and improve public infrastructure assets and provide an improved, reliable, flood control system for the public.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The cost of the preconstruction phase of the project is estimated at \$1,963,000. Sufficient funding to complete the preconstruction phase of the project is available in the Flood Control District Fund (B07) Fiscal Year 19-20 Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

As discussed below, an IS/MND was prepared for the proposed project in accordance with the requirements of the California Environmental Quality Act (CEQA).

ENVIRONMENTAL DOCUMENTATION

In 2018 an IS was prepared for this project in compliance with CEQA. The IS identified five potentially significant effects of the project: biological resources, cultural resources, hazards/hazardous materials, tribal cultural resources, and noise. Prior to the release of the IS/MND for public review, revisions in the project were made or agreed to that would avoid the effects or mitigate the effects to a point where no significant effects would occur, as follows:

Biological Resources: Preconstruction special status species surveys and other measures shall be employed to reduce impacts to special status species, such as green sea turtles, protected pinnipeds, and native birds. In addition, a preconstruction survey and other measures shall be employed to reduce impacts to potential nesting birds protected by the Migratory Bird Treaty Act.

Prior to the start of the project, all construction personnel would be informed on the potential for sea turtles, California sea lions, and harbor seals to be present in the project site. Construction personnel would be instructed to avoid direct contact with these species and avoid harassment. Prior to any project work in the bay, a preconstruction fish and turtle survey would be completed.

A qualified biologist shall mark the positions of eelgrass beds outside the construction area with buoys prior to start of construction to minimize damage. The project biologist shall monitor the construction process weekly for the duration of construction to ensure eelgrass beds beyond the construction area are not impacted.

Cultural Resources: If unrecorded archaeological resources are encountered during construction activity, all ground-disturbing activities will be restricted within a distance determined by a qualified archaeologist to be appropriate based on the potential for disturbance of additional cultural resources materials until the materials have been identified.

In accordance with the California Health and Safety and Public Resources Codes, if human remains are uncovered during ground disturbing activities, the contractor and/or Los Angeles County, Public Works, will immediately halt potentially damaging excavation in the area of the burial and notify the Los Angeles County Department of Medical Examiner-Coroner and a professional archaeologist to determine the nature of the remains.

A qualified paleontological resources monitor shall be available on an on-call basis for all ground disturbing activities within soils at or below a depth of 5 feet below ground surface. In the event that unanticipated paleontological resources or unique geologic resources are encountered during ground disturbing activities, work must cease within 50 feet of the discovery and a paleontologist shall assess the scientific significance of the find.

Tribal Cultural Resources: During project construction activities, should subsurface tribal cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist and an authorized tribal representative shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5 and Section 21074.

Hazards/Hazardous Materials: If suspected asbestos containing (ACM) material or lead based paint (LBP) materials are identified during demolition activities, work shall be stopped in this area and a licensed ACM/LBP abatement contractor shall be retained to conduct additional sampling and testing

of this material. If ACMs or LBPs are detected, the licensed abatement contractor shall be retained to remove all additionally identified ACMs or LBPs in compliance with all applicable local, State, and Federal regulations.

Noise: Should construction activities coincide with operation of Bayshore Co-op Preschool, temporary sound noise barriers such as, but not limited to, noise attenuation blankets, portable noise barrier walls, or others which provide equivalent sound attenuation shall be installed between the work area and the preschool, as feasible. The temporary sound noise barriers shall seek to be of sufficient size to block the line-of-sight from the dominant construction noise source(s) to the noise-sensitive receptor. Such barriers shall seek to reduce construction noise at Bayshore Co-op Preschool.

The IS and project revisions showed that there is no substantial evidence, in light of the whole record before the County, that the project as revised may have a significant effect on the environment. Based on the IS and project revisions, an MND was prepared for this project.

Public notice was published in the Long Beach Press-Telegram on October 25, 2018, pursuant to the California Public Resources Code Section 21092 and posted pursuant to Section 21092.3. Comment letters were received from California Coastal Commission and Los Angeles County Department of Regional Planning. Notice to commenting public agencies was completed pursuant to Section 21092.5. All comments have been addressed and no new substantial environmental issues have been raised that have not been adequately addressed in the IS/MND.

In addition, all tribal cultural resources consultation requirements of CEQA have been met and documented. The Gabrieleno Band of Mission Indians-Kizh Nation tribe requested consultation, and the consultation was completed through agreement. Where feasible, mitigation measures have been considered to avoid or minimize damaging effect on any tribal cultural resource.

The documents and other materials constituting the record of the proceedings upon which the Board's decision is based in this matter are located at Public Works, 900 South Fremont Avenue, 11th Floor, Alhambra, California 91803. The custodian of such documents is Ms. Ebigalle Voigt.

The project is not exempt from payment of a fee to the California Department of Fish and Wildlife pursuant to Section 711.4 of the Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Wildlife.

Upon the Board's adoption, Public Works will file a Notice of Determination in accordance with Section 21152 of the California Public Resources Code and pay the required filing and processing fees with the County Clerk.

CONTRACTING PROCESS

Not applicable.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There is no impact on current County Services.

Approval of the MND will enable Public Works to go forward with the preconstruction phase of the

The Honorable Board of Supervisors

3/4/2020

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project.

CONCLUSION

Please return one adopted copy of this letter to Public Works, Transportation Planning and Programs Division.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark Pestrella". The signature is fluid and cursive, with the first name "Mark" written in a larger, more prominent script than the last name "Pestrella".

MARK PESTRELLA

Director

MP:DBM:ec

Enclosures

c: Chief Executive Office (Chia-Ann Yen)
County Counsel
Executive Office

Alamitos Bay Pump Station,
Discharge Line Replacement Project

INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION

PREPARED FOR:

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

PREPARED BY:



5020 Chesebro Road, Suite 200
Agoura Hills, CA 91301

July 2019

Errata for CEQA Documentation

The public review period for the draft Initial Study (IS)/Mitigated Negative Declaration (MND) for Alamitos Bay Pump Station, Discharge Line Replacement project was from October 22, 2018 through November 20, 2018. A newspaper notice was published in the Long Beach Press-Telegram, a newspaper of general circulation, on October 25, 2018 (see Appendix H for a copy of the notice and proof of publication). Additionally, a public meeting on the draft IS/MND was held on November 13, 2018 at the Bayshore Neighborhood Library, located at 195 Bayshore Avenue, Long Beach, CA 90803. In response to the comments received, the proposed project has incorporated minor revisions to the draft IS/MND in the final IS/MND. These revisions to the text of the final IS/MND have been made to provide further clarification or explanation of the analysis provided in the draft IS/MND. Revisions will not result in new significant impacts or mitigation measures, nor has an impact increased. Recirculation of the draft IS/MND is not required. CEQA Section 15073.5(c)(4) states that recirculation is not required when “New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.” Where revisions to the language of the draft IS/MND have been made, the text has been marked in strike-through (~~strike-through~~) for deletions and underline (underline) for additions. These text changes occur in the following locations in the final IS/MND.

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Figure 2 ~~Proposed~~ Project Location
~~Figure 3-2 Sound Measurement Locations~~

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- B. Air Quality and Greenhouse Gas Emissions Calculations
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- E. AB52 Consultation Letters
- F. Response to Comments

G. Mitigation Monitoring and Reporting Program

H. Proof of Publication

- *Page 3 of Section 2.1 (Project Location and Setting)*

2.1 Project Location and Setting

The project site is in Alamitos Bay, an inlet on the Pacific Ocean coast of southern California located at the outlet of the San Gabriel River between the cities of Long Beach and Seal Beach. The project site is approximately 320 feet southeast of the intersection of 54th Place and Ocean Boulevard (5425 East Ocean Boulevard, Long Beach, CA). The project area is at the southwestern extent of the County of Los Angeles near its border with the County of Orange. Regional access to the project area is provided via Interstate 405 (I-405), Interstate 605 (I-605), State Route 22 (SR 22), and State Route 1 (Pacific Coast Highway). Pacific Coast Highway is the closest highway to the project site and runs along the Pacific coastline throughout the City of Long Beach. Figure 1 shows the regional location of the project site.

The project site is currently developed with an existing pump station and an above-ground discharge outlet structure.

- *Page 7-8 of Section 2.4.1 (Construction)*

Staging and Parking

One proposed staging area consists of 4,500-sq. ft. of public beach that would be used to temporarily store the existing kayaks, boat racks, and storage container. The proposed staging area is located east of the existing kayak storage area (Figure 2).

A second proposed staging area is located on an empty open sand area located south of Ocean Boulevard (across the pump station) (Figure 2). The existing wall (16 linear feet) behind the sidewalk would be removed temporarily to gain access to the staging area and would be restored after construction is completed. The excavated materials within the cofferdam area would be stockpiled in this staging area.

Additionally, approximately 15 parking ~~spots between~~ spaces on Ocean Boulevard, adjacent to the project site, and the pump station would be utilized during construction for construction personnel parking. These spaces would be temporarily closed to the public and reserved for the project (refer to Figure 2).

Utilities

The project is located entirely within a LACFCD easement and does not interfere with utilities located within the public road right-of-way. The owner of the utilities attached to the existing discharge lines would be identified and removed. The City of Long Beach would construct a new lifeguard station at another location, and existing utilities attached to the existing discharge structure would not be restored.

Existing electrical lines within the pump station would be relocated to accommodate the improvement to the pump station. The existing aerial telecommunication lines to the telemetry box at the southeast corner of the roof of the pump station would be relocated to the new roof.

Potable water from the closest hydrant would be used for South Coast Air Quality Management District (SCAQMD) Rule 403 fugitive dust control requirements during construction.

Schedule

Construction activity is tentatively expected to begin in mid-April ~~2021~~2020 and conclude in approximately four months in August ~~2021~~2020. This construction schedule may differ slightly from the selected contractor's schedule depending on the contractor's equipment and personnel resources.

The air quality emissions calculations are based on the original construction schedule dates occurring in 2020, providing a conservative approach to the analysis. These calculations, which have not been revised, would slightly overestimate the fleet average uncontrolled off-road equipment and on-road vehicle tailpipe emissions, but this overestimate is minor and does not affect the analysis findings.

- *Page 9 of Section 2.4.2 (Operations and Maintenance)*

The project would resume normal operations after the completion of construction, which includes one (1) or two (2) employees for inspection once a week and as often as needed during the storm season. No increase in number of employees or activity is expected.

- *Page 11-12 of Section 3 (Environmental Checklist Form and Assessment)*

3.1 Key Project Details

Project title:	Alamitos Bay Pump Station, Discharge Line Replacement Project
Lead agency name and address:	Los Angeles County Flood Control District 900 South Fremont Avenue Alhambra, California, 91803
Contact person and phone number:	Ebigalle Voigt Programs Development <u>Transportation Planning and Programs</u> Division, Environmental Planning and Assessments County of Los Angeles, Department of Public Works Phone: (626) 458-3967 Email: evoigt@dpw.lacounty.gov
Project location	5425 East Ocean Boulevard, Long Beach, CA. Alamitos Bay, approximately 400 feet east of the intersection of 54th Place and Ocean Boulevard. Alamitos Bay is an inlet on the Pacific Ocean coast of southern California located at the outlet of the San Gabriel River between the cities of Long Beach and Seal Beach. The project site is situated on the Alamitos Peninsula, approximately 320 feet southeast of the intersection of 54th Place and Ocean Boulevard.
Project sponsor's name and address:	Los Angeles County Flood Control District 900 South Fremont Avenue Alhambra, California, 91803
General plan designation:	Open Space/Parks in the City of Long Beach General Plan
Zoning:	P (Park)
Description of project:	The proposed Alamitos Bay Pump Station, Discharge Line Replacement Project (project) consists of removing the existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure), and replacing it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A temporary cofferdam consisting of steel push-in piles would be required for

the entire perimeter of the construction area to install the buried pipes and construct the outlet structure.

The project also consists of removing the existing pump station roof and installing a new steel frame roof, 3 feet higher than the existing height to accommodate a new bridge crane. Additional improvements to the pump station include replacing the existing office, bathroom and associated amenities, and all pump station access doors. Also, electrical service disconnection and reconnection and lighting upgrades would be performed at the pump station.

Surrounding land uses and setting:

The project site is surrounded to the west, northwest, and southeast with recreational uses associated with the beach at Alamitos Bay, including boat rental. A boat dock is located immediately southeast of the project site and the Bayshore Co-op Preschool is located approximately 65 feet southwest of the project site at 5431 East Ocean Boulevard. North of the project site is the open water of Alamitos Bay. South of the project site, along Ocean Boulevard, is a lane of diagonal on-street parking. Further northwest of the project site, on the northeast corner of 54th Place and Ocean Boulevard is Bayshore Playground, located at 5415 East Ocean Boulevard, which includes a handball court, a paddle tennis court, playground equipment, a racquetball court, and a roller hockey rink.

Other public agencies whose approval is required:

US Army Corps of Engineers (Section 404, Clean Water Act permit), California Coastal Commission (Coastal Development Permit), City of Long Beach (Local Coastal Development Permit), Los Angeles Regional Water Quality Control Board (Section 401 Water Quality Certification)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

The Gabrieleno Band of Mission Indians – Kizh Nation submitted a letter on September 18, 2017 requesting to consult on the project to provide the County with a more complete understanding of the prehistoric uses of the project area and the potential risks for causing a substantial adverse change to the significance of tribal cultural resources. A consultation meeting occurred on April 19, 2018, which included representatives from the County and representatives of the Gabrieleno Band of Mission Indians – Kizh Nation. No Tribal Cultural Resources, cultural resources or sacred lands were identified. An AB52 closure letter from the County to Gabrieleno Band of Missions Indians-Kizh Nation, dated October 18, 2018 has been included in Appendix E, AB 52 Consultation Letters.

• *Page 23 of Section 3. (Evaluation of Environmental Impacts), III. Air Quality*

Table 3-2. Maximum Localized Daily Construction Emissions				
	CO	NO _x	PM10	PM2.5
Off-Road Equipment Emissions	61.56	15.13	0.47	0.43
On-Road Vehicle Emissions	0.03	0.13	0.00	0.00
Fugitive Dust Emissions	--	--	2.77	0.32
Maximum On-site Unmitigated Construction Emissions (lbs/day)	61.59	15.26	3.24	0.76
SCAQMD Localized Significance Thresholds (lbs/day)	585	57	4	3
Exceeds Thresholds?	No	No	No	No
Source: Appendix B; SCAQMD, 2009				
Note: Maximum daily localized CO and NO _x emission occur during the Cofferdam Installation phase, and the maximum daily PM10 and PM2.5 emissions occur during the Excavation/Waste Removal phase.				

• *Page 28 of Section 3.4 (Evaluation of Environmental Impacts), IV. Biological Resources*

BIO-4 Nesting Bird Avoidance. Structure demolition and initial ground disturbance would be completed between September 16 and February 14 to avoid the nesting bird season. If these activities must take place during the nesting season, a nesting bird survey would be completed by the project biologist no more earlier than seven-three days prior to the start of these activities ~~to locate any nests that may be present~~. The survey would be conducted throughout the project site and within approximately 100 feet of the project site. If an active nest is found, a buffer around the nest would be established in which no work would be allowed until nesting is complete (i.e., until juvenile birds leave the nest or until the nest fails and is abandoned by the adult birds). The size of the nest buffer would be determined by the project biologist, based on the species sensitivity and specific nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. Once a nest is determined to be no longer active, the project biologist would remove all flagging and allow construction activities to proceed.

- *Page 61 of Section 3.4 (Evaluation of Environmental Impacts), IX. Hydrology and Water Quality*

Floodplains. ~~The project is within FEMA Flood Zone AE, meaning it is within the 100-year floodplain. The estimated 100-year flood elevation is 9 feet above mean sea level (MSL) (FEMA, 2008). Ground elevations at the site are lower than 9 feet, meaning the site could be flooded during a 100-year flood. The site is also within the area identified by the California Emergency Management Agency as subject to the effects of tsunami (California Emergency Management Agency, 2009).~~

The project is within FEMA Flood Zone AE, meaning it is within the 100-year floodplain. The estimated 100-year flood elevation is 9 feet above mean sea level (MSL) (FEMA, 2008). Ground elevations at the site are approximately 6 feet, meaning the site could be flooded up to three feet in depth during a 100-year flood. The site is also within the area identified by the California Emergency Management Agency as subject to the effects of tsunami (California Emergency Management Agency, 2009). Sea level rise could add additional flood depth. According to the 2018 Ocean Protection Council's Sea Level Rise Guidance (CNRA, 2018), by the year 2100, the median sea level rise at this location would be 1.3 to 2.2 feet depending on greenhouse gas emissions, with a likely range of 0.7 to 3.2 feet. This likely rise in sea level would not be sufficient to put the adjacent ground at the pump station permanently under water but could add to the 100-year flood level depths approximately equivalent to the sea level rise. It would also have the effect of making the site inundation more frequent.

- *Page 62 of Section 3.4 (Evaluation of Environmental Impacts), IX. Hydrology and Water Quality*

a. VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

LESS THAN SIGNIFICANT IMPACT. Potential water pollutants could be generated including soil sediment and petroleum-based fuels or lubricants associated with equipment used during project construction. Project implementation would result in dredging and the use of other heavy equipment within Alamitos Bay. If not properly addressed, stormwater pollution and erosion may occur through disturbance of sediments, erosion, and spills of lubricants, fuel, and other materials used in construction, including trash, which could affect the water quality of the bay.

~~The~~ Potential impacts to water quality would be minimized by constructing ~~on~~ in during the dry season and ~~the using~~ e- of a cofferdam to temporarily separate the construction area from the bay. Although the construction area is less than one acre and compliance with the Construction General Permit is not required, the Department of Public Works proposes similar measures to prevent and minimize water

contamination which are described in Section 2.5 (Project Design Features), pages 9-10 of the Initial Study. Compliance with Sections 404 and 401 of the CWA would also require development and implementation of measures intended to mitigate adverse water quality effects. The project would not change the capacity for higher volume flows and would not increase storm water discharges to the bay. Therefore, there would be no increase in flood-related contaminants. Less than significant impacts to water quality would occur.

- *Page 80 of Section 3.4 (Evaluation of Environmental Impacts), XVI. Transportation and Traffic*

Construction Project Trips – Project construction is expected to take four (4) months starting in April of ~~2021~~ 2020. Construction is limited to the hours of 7:00 am to 7:00 pm, Monday through Friday. During that time, employees, materials, equipment and supplies would be using public roads to reach the project site.

- *Page 82 of Section 3.4 (Evaluation of Environmental Impacts), XVI. Transportation and Traffic*

Operation and Maintenance (O&M) Project Trips – The project site already has vehicle trips associated with the ongoing O&M of the existing pump station. The current schedule is about 1 – 2 employees for inspection once each a week and as often as needed during the storm season. There is on-site parking for the O&M employees' trips.

No change in the number of employees or the frequency of trips for O&M are anticipated after construction of the project. This schedule is anticipated to be followed once construction is completed. Occasionally more trips are required to provide maintenance equipment, etc., but these additional trips are already experienced occasionally with the existing pump station.

Given that proposed O&M project trips would not change from existing O&M project trips for the current pumping station, no operation-related traffic impacts would be expected. Therefore, there is no need for further analysis of the O&M project trips. (i.e., a traffic impact report is not needed to assess effects of O&M traffic).

Project Trip Distribution

To access the project site, almost all of the construction personnel and equipment delivery would arrive from the north using:

- Ocean Boulevard
- Bayshore Avenue to Ocean Boulevard
- Bayshore Avenue to 54th Place to Ocean Boulevard
- Bayshore Avenue to 54th Place to Flood Control Easement

The project site has off-street parking for two vehicles. These off-street spaces would be used both during construction and operation. Operation & Maintenance parking would solely utilize these off-street spaces and would not utilize public street parking in the area. During construction, a staging area is proposed south of Ocean Boulevard that would be used for stockpiling and construction equipment storage. Construction personnel would utilize 15 street parking spaces on Ocean Boulevard, adjacent to the project site, that would be temporarily closed to the public during construction (refer to Figure 2). However, within 500-feet of the intersection of Ocean Boulevard and 54th Place (this area includes the public parking on Ocean Boulevard proposed for closure immediately adjacent to the project site), a review of GoogleEarth shows the following public parking spaces are available:

- Approximately 35 spaces along the north side of Ocean Boulevard, including over 20 diagonal spaces directly adjacent to the project site (the proposed project would temporarily close 15 of these parking spaces).
- Approximately 45 spaces along the north side of Ocean Boulevard, including over 25 diagonal spaces west of 54th Place.
- A public parking lot located at the southwest corner of Ocean Boulevard and 54th Place with over 100 spaces available.

While Map 17 of the City of Long Beach Mobility Element shows this area to be parking impacted (meaning that there is limited off-street parking available), the loss of 15 public parking spaces adjacent to the project site during construction would be temporary. The total numbers of available public parking spaces near the project site, and the temporary loss of

~~During the construction phase, the workers' cars and other construction vehicles would occupy the 15 parking spaces on the north side of Ocean Boulevard that would be reserved for the four-month construction phase and the staging area south of Ocean Boulevard for parking.~~

~~Construction parking would is considered to not impact the limited overall availability of public street parking in the area. No parking impacts would be experienced.~~

- *Page 91 of Section 3.4 (Evaluation of Environmental Impacts), XVII. Tribal Cultural Resources*

Table 3-10. AB52 Tribal Consultation	
Gabrieleno Band of Mission Indians – Kizh Nation	
9/18/17	The Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) responded to the County's notification regarding the project and expressed interest in tribal consultation.
9/17 to 4/18	County of Los Angeles, Department of Public Works (DPW) coordinated with the tribal representative on the date and time for the tribal consultation meeting.
4/19/18	The consultation meeting included representatives from DPW and representatives of the Gabrieleno Band of Mission Indians – Kizh Nation. No Tribal Cultural Resources, cultural resources or sacred lands were identified.
10/18/18	AB52 closure letter from the County to Gabrieleno Band of Missions Indians-Kizh Nation was mailed out.

- *Page 102 of Section 4 (References)*

Hydrology and Water Quality

CNRA (California Natural Resources Agency, California Ocean Protection Council) 2018. State of California Sea-Level Rise Guidance. 2018 Update.

- *Appendix E, AB52 Consultation Letters*

AB52 closure letter from the County to Gabrieleno Band of Missions Indians-Kizh Nation, dated October 18, 2018 has been included.

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Acronyms

§	Section
AB	Assembly Bill
ACM	Asbestos Containing Materials
AQMP	Air Quality Management Plan
AST	above-ground storage tank
BMP	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Cal/ARP	California Accidental Risk Prevention
Cal-EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CBC	California Building Code
CCH	Consortium of California Herbaria
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
Commission	Los Angeles County Historical Landmarks and Records Commission
County	County of Los Angeles, Department of Public Works
CRHP	California Register of Historical Places
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CWA	Clean Water Act

cy	cubic yard(s)
dB	decibel
dBA	A-weighted decibel
DOC	Department of Conservation
DOGGR	Division of Oil, Gas, and Geothermal Resources
DPR	Department of Pesticide Regulation
DTSC	Department of Toxic Substance Control
EFH	Essential Fish Habitat
FEMA	Federal Emergency Management Agency
FMMP	Farmland Monitoring and Mapping Program
g	Gravity
GHG	Greenhouse Gases
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HSWA	Hazardous and Solid Waste Act
HVAC	Heating Ventilation and Air Conditioning
HWCL	California Hazardous Waste Control Law
I-405	Interstate 405
I-605	Interstate 605
IPCC	Intergovernmental Panel on Climate Change
IWMB	Integrated Waste Management Board
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACoFD	County of Los Angeles Fire Department
LACM	Museum of Los Angeles County
LBP	Lead Based Paint
LCP	Local Coastal Program
Ldn	Day/Night Average Noise Level
Leq	equivalent continuous noise level
LST	localized significance threshold
LUST	Leaking Underground Storage Tank
M	Moment Magnitude
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration

MRZ	Mineral Resource Zone
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCP	National Contingency Plan
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	National Resource Conservation Service
N ₂ O	Nitrous Oxide
NOD	Notice of Determination
NO _x	Nitric Oxide
O&M	Operation and Maintenance
OEHHA	Office of Environmental Health Hazard Assessment
PCE	passenger car equivalent
PERP	Portable Equipment Registration Program
PGA	Peak Ground Acceleration
PM ₁₀	particulate matter (less than 10 microns in diameter)
PM _{2.5}	particulate matter (less than 2.5 microns in diameter)
PRC	Public Resources Code
PSHA	Probabilistic Seismic Hazard Assessment
RCRA	Resource Conservation and Recovery Act
RMP	Resource Management Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SMARA	California Surface Mining and Reclamation Act
SO _x	Sulfur Oxide
sq. ft.	Square foot
SRA	Source Receptor Area
SR22	State Route 22

SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resource
TWW	Treated Wood Waste
USACE	US Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program

1. Introduction

1.1 Project Overview

This Initial Study analyzes the proposed Alamitos Bay Pump Station, Discharge Line Replacement Project (project). The project consists of removing the existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure) and replacing it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A temporary cofferdam consisting of steel push-in piles would be required for the entire perimeter of the construction area to install the buried pipes and construct the outlet structure.

The project also consists of removing the existing pump station roof and installing a new steel frame roof, 3 feet higher than the existing height to accommodate a new bridge crane. Additional improvements to the pump station include replacing the existing office, bathroom and associated amenities, and all pump station access doors. Also, electrical service disconnection and reconnection and lighting upgrades would be performed at the pump station.

1.2 Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval, even if it leads to environmental damage. The Los Angeles County Flood Control District (LACFCD), as the lead agency under CEQA, has determined the project is subject to CEQA and no exemptions apply. Therefore, an Initial Study has been prepared. The LACFCD has an operational agreement with the Los Angeles County Department of Public Works (LACDPW) under which the latter undertakes planning and operational activities for LACFCD. Thus, while LACFCD is the Lead Agency responsible for approving the project, LACDPW would be responsible for the construction and operation of the project.

An Initial Study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the project may have a significant effect on the environment, an Environmental Impact Report must be prepared. If the Initial Study identifies potentially significant effects on the environment, but mitigation measures included in the project can reduce the environmental effects of the project to a point where clearly no significant effect on the environment would occur, the lead agency may adopt a Mitigated Negative Declaration (MND).

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.) and the state CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

1.3 CEQA Process

Once the adoption of a Negative Declaration (ND) or MND has been proposed, a public comment period opens for no less than thirty (30) days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to

review the Initial Study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the project. If a reviewer believes the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After close of the public review period for the project, the LACFCD would consider the ND or MND, together with any comments received during the public review process and make a recommendation to the County of Los Angeles Board of Supervisors (Board of Supervisors) on whether to approve the project. The Board of Supervisors is the decision-making body and considers the ND or MND and supporting Initial Study, together with any comments received during the public review process, in the final decision to approve or disapprove the project. During the decision process, persons and/or agencies may address either the LACFCD or the Board of Supervisors regarding the project.

Public notification of agenda items for the Board of Supervisors is posted at least 72 hours prior to the Board meeting. The Board's agendas and supplemental agendas are posted on the Board's bulletin board outside of the Board's Hearing Room (available 24-hours a day), located at the Kenneth Hahn Hall of Administration, 500 West Temple Street, Room 381B, Los Angeles, California; by calling 213-974-1442 (Agenda Preparation Section); or via the internet at <http://bos.lacounty.gov/Board-Meeting/Board-Agendas>.

If the project is approved, the LACFCD would file a Notice of Determination (NOD) with the County Clerk within 5 days. The NOD would be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act, the County of Los Angeles does not discriminate on the basis of disability and, upon request, would provide reasonable accommodation to ensure equal access to its programs, services, and activities.

2. Project Description

2.1 Project Location and Setting

The project site is in Alamitos Bay, an inlet on the Pacific Ocean coast of southern California located at the outlet of the San Gabriel River between the cities of Long Beach and Seal Beach. The project site is approximately 320 feet southeast of the intersection of 54th Place and Ocean Boulevard (5425 East Ocean Boulevard, Long Beach, CA). The project area is at the southwestern extent of the County of Los Angeles near its border with the County of Orange. Regional access to the project area is provided via Interstate 405 (I-405), Interstate 605 (I-605), State Route 22 (SR 22), and State Route 1 (Pacific Coast Highway). Pacific Coast Highway is the closest highway to the project site and runs along the Pacific coastline throughout the City of Long Beach. Figure 1 shows the regional location of the project site.

The project site is currently developed with an existing pump station and an ~~-above-~~ground discharge outlet structure. The existing pump station houses pumps and ancillary facilities in an approximately 10-foot-tall walled structure with a roof. The existing discharge outlet structure consists of three reinforced concrete pipes and one steel pipe, each approximately 84 feet long, with one concrete pipe measuring 36 inches in diameter, two concrete pipes measuring 30 inches in diameter, and the steel pipe measuring six inches in diameter. The pipes are supported on eight timber piers, with two timber piles attached to each pier; for a total of 16 existing piles. At one timber pile location, precast concrete cribbing was placed under the pier due to the settlement failure of the pile. The discharge outlet structure supports a timber deck and railing, and an abandoned City of Long Beach lifeguard observation station. The discharge outlet structure is located approximately 35 feet northeast of the pump station and extends from the beach approximately 100 feet into Alamitos Bay. The pump station collects urban and stormwater runoff from the Alamitos Peninsula and Belmont Shore areas (stormdrain Project 450). Low flow/nuisance water during the dry season is collected at the pump station and directed from the sump pump to the Sanitation Districts of Los Angeles County wastewater treatment system through a low flow diversion pump. During storms, flows are discharged into Alamitos Bay through the main pumps.

Vehicular access to the project site is provided via Ocean Boulevard, which runs parallel to the coastline from downtown Long Beach to the end of the Alamitos Peninsula. An existing gated driveway provides access from Ocean Boulevard to the project site via a LACFCD easement.

The project site is surrounded to the west, northwest, and southeast with recreational uses associated with the beach at Alamitos Bay, including boat rental. A boat dock is located immediately southeast of the project site and the Bayshore Co-op Preschool is located approximately 65 feet southwest of the project site at 5431 East Ocean Boulevard. The preschool is in session September through June on Tuesdays, Wednesdays, and Thursdays from 9:00 a.m. to 12:00 p.m.¹ North of the project site is the open water of Alamitos Bay. South of the project site, along Ocean Boulevard, is a lane of diagonal on-street parking. Further northwest of the project site, on the northeast corner of 54th Place and Ocean Boulevard is Bayshore Playground, located at 5415 East Ocean Boulevard, which includes a handball court, a paddle tennis court,

¹ Bayshore Co-op Preschool, website: <http://www.bayshorepreschool.com/>, accessed February 26, 2018.

playground equipment, a racquetball court, and a roller hockey rink.² Figure 2 shows an aerial view of the project site.

2.2 Background

The Alamitos Bay Pump Station was constructed in 1962, and the existing outlet structure consists of three lines of reinforced concrete pipes approximately 84 feet long (one 36-inch and two 30-inches in diameter). These pipes are supported on eight timber piers with one timber pile at each end of the piers. In 2010, one of the piles settled a few inches and created a separation of the pipe joints. Stormwater Maintenance Division temporarily installed a set of crib wall elements in addition to replacing the deteriorated portion of damaged pile.

2.3 Project Objectives

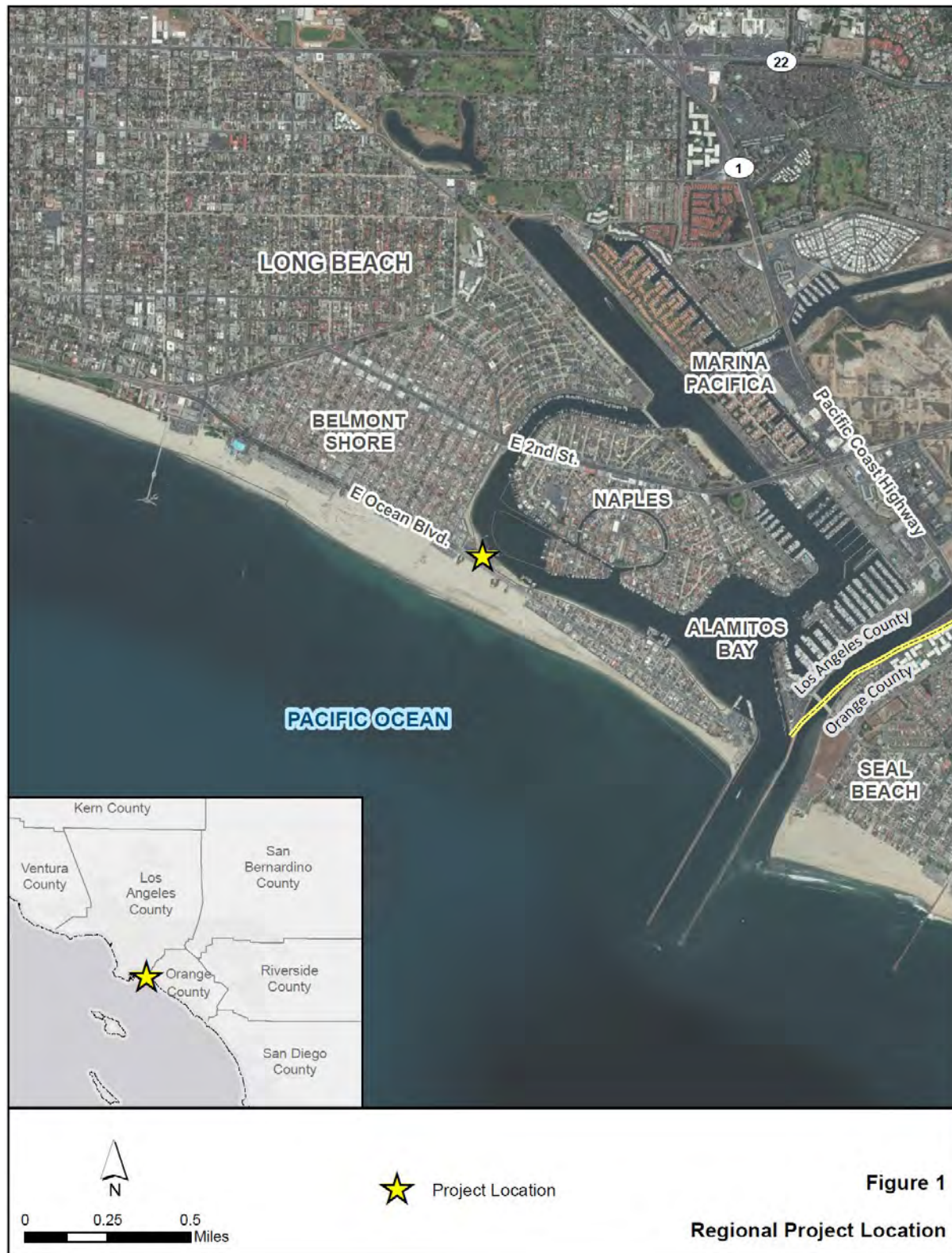
The main objective of the project is to replace and upgrade aging facilities to increase system reliability during storms, by reducing the chance of failure during the life cycle of the project. This includes the following:

- Remove the existing above-ground discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three (3) reinforced concrete pipe lines and existing utility conduits attached to the structure), and replace it with a new completely buried discharge line and a vertical concrete outlet structure in the bay supported on driven piles, to increase beach access and improve the bay's aesthetic.
- Remove existing abandoned lifeguard observation station, which is not utilized by the City of Long Beach.
- Remove existing pump station roof and replace it with a new steel frame and metal decking roof, raised 3 feet to accommodate a ceiling mounted crane system.
- Replace existing office and bathroom appurtenances and all pump station access doors.
- Upgrade pump station's electrical services and upgrade lighting.

2.4 Project Details

Construction of the new buried discharge lines and outlet structure would require a temporary cofferdam around the perimeter of the construction area. Equipment, formwork, shoring, earthwork and dredging within the construction area would be required. The design of the outlet structure and its foundation is devised to minimize the impact to water quality and the environment. The project would be constructed during the dry season to minimize impacts to flood control operation. The existing low flow diversion pump located within the pump station would remain operational during construction.

² City of Long Beach, Department of Parks, Recreation and Marine. Bayshore Playground. Website: <http://longbeach.gov/park/park-and-facilities/directory/bayshore-playground/>, accessed February 26, 2018.





2.4.1 Construction

Access and Right of Way

Access to the project construction site would occur through a 6,408-square foot (sq. ft.) existing kayak storage area located between the pump station and the Leeway Sailing and Aquatics Center. LACDPW would relocate the kayaks, boat racks and storage container to the temporary kayak storage area. The temporary kayak storage area would be surrounded by fencing with printed privacy screens, informational signage, and would include two gates (Figure 2). The items would be returned to their original location upon completion of construction.

Staging and Parking

One proposed staging area consists of 4,500-sq. ft. of public beach that would be used to temporarily store the existing kayaks, boat racks, and storage container. The proposed staging area is located east of the existing kayak storage area (Figure 2).

A second proposed staging area is located on an empty open sand area located south of Ocean Boulevard (across the pump station) (Figure 2). The existing wall (16 linear feet) behind the sidewalk would be removed temporarily to gain access to the staging area and would be restored after construction is completed. The excavated materials within the cofferdam area would be stockpiled in this staging area.

Additionally, approximately 15 parking spaces on-ets between Ocean Boulevard, adjacent to the project site, and the pump station would be utilized during construction for construction personnel parking. These spaces would be temporarily closed to the public and reserved for the project (refer to Figure 2).

Utilities

The project is located entirely within a LACFCD easement and does not interfere with utilities located within the public road right-of-way. The owner of the utilities attached to the existing discharge lines would be identified and removed. The City of Long Beach would construct a new lifeguard station at another location, and existing utilities attached to the existing discharge structure would not be restored.

Existing electrical lines within the pump station would be relocated to accommodate the improvement to the pump station. The existing aerial telecommunication lines to the telemetry box at the southeast corner of the roof of the pump station would be relocated to the new roof.

Potable water from the closest hydrant would be used for South Coast Air Quality Management District (SCAQMD) Rule 403 fugitive dust control requirements during construction.

Schedule

Construction activity is tentatively expected to begin in mid-April ~~2021~~2020 and conclude in approximately four months in August ~~2021~~2020. This construction schedule may differ slightly from the selected contractor's schedule depending on the contractor's equipment and personnel resources.

The air quality emissions calculations are based on the original construction schedule dates occurring in 2020, providing a conservative approach to the analysis. These calculations, which have not been revised, would slightly overestimate the fleet average uncontrolled off-road

equipment and on-road vehicle tailpipe emissions, but this overestimate is minor and does not affect the analysis findings.

Workforce and Equipment

Table 2-1 provides the off-road equipment use and on-road vehicle truck trip information estimated for the peak non-overlapping construction activity tasks; cofferdam installation, and excavation/waste removal. This table is an estimate based on current knowledge of the project and probable construction scenario. Actual equipment and vehicle trips may change based on actual field conditions during construction.

Table 2-1. Peak Daily Equipment Use/Truck Trips Estimates			
Cofferdam Installation			
<i>Off-Road Equipment Type</i>	<i>Model</i>	<i>Horsepower</i>	<i>Hour/day</i>
All Terrain Crane	Grove GMK3060	355	8
Vibratory Hammer Engine	APE 100 Driver/APE 275 PU	275	8
Work Barge	B&R Crane Barge	180	4
R/T Forklift/Telehandler	Cat TH255C	74	2
<i>Onroad Trips</i>	<i>Vehicle Classification</i>	<i>Trips</i>	<i>Miles/Trip</i>
Employee Commute	Passenger	16	30
Heavy Haul to Site/Staging Area	Heavy Duty Truck	2	20
Fuel/Misc. Delivery	Medium Duty Truck	2	30
Hauls from Staging Area	Heavy Duty Truck	2	0.5
Excavation/Waste Removal			
<i>Off-Road Equipment Type</i>	<i>Model</i>	<i>Horsepower</i>	<i>Hour/day</i>
All Terrain Crane	Grove GMK3060	355	2
Small Excavator	CAT 315	97	8
Small Excavator/Breaker	CAT 315	97	4
Backhoe/Loader	CAT 430F2	108	8
R/T Forklift/Telehandler	Cat TH255C	74	2
<i>Onroad Trips</i>	<i>Vehicle Classification</i>	<i>Trips</i>	<i>Miles/Trip</i>
Employee Commute	Passenger	16	30
Heavy Haul to Landfill/Recycling	Heavy Duty Truck	3	70
Fuel/Misc. Delivery	Medium Duty Truck	2	30
Sediment Hauls to Staging Area	Heavy Duty Truck	20	0.5

*Actual equipment/trips may vary slightly during construction. However, the assumptions provided in Table 2-1 should account for worst-case scenario.

The equipment and vehicle trips for the cofferdam installation task is assumed to have the peak daily air pollutant emissions. The equipment and vehicle trips for the excavation/waste removal task is assumed to have the peak daily trips. Both these tasks evaluate the peak air pollutant and traffic impacts. The construction personnel required for both tasks is estimated to be 12, but that does not include foreman and required inspection personnel, which increases the estimated maximum daily passenger vehicle commute total to 16 round trips. No rideshare is assumed for worker commute. Please see the air quality emissions calculations (Appendix B) for additional detailed assumptions.

The other construction tasks include: mobilization, pipe and discharge structure installation, excavation backfill, cofferdam removal, pump station building improvements installation, and demobilization. None of these tasks are assumed to overlap in time with the cofferdam installation or excavation/waste removal tasks. Other types of construction off-road equipment and heavy haul truck types required during the other construction work tasks not listed in Table 2-1 would include manlifts, concrete pump trucks, and concrete mixer trucks.

2.4.2 Operations and Maintenance

The project would resume normal operations after the completion of construction, which includes one (1) or two (2) employees for inspection once a week and as often as needed during the storm season. No increase in number of employees or activity is expected.

2.5 Project Design Features

The following project design features and best management practices would be implemented for the project:

- In accordance with the City of Long Beach Noise Ordinance, construction work hours would be limited to between 7:00 a.m. and 7:00 p.m., Monday through Friday.
- Rule 403 fugitive dust control measures required by the SCAQMD, which requires reasonable precautions to be taken to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the property from which the emission originates. Reasonable precautions include, but are not limited to the following:
 - Application of water on dirt roads, material stockpiles, and other surfaces that can give rise to airborne dusts; and
 - Maintenance of roadways in a clean condition.
- Construction contractor would implement an effective combination of sediment and erosion control Best Management Practices (BMP) as outlined in the LACDPW Construction Site BMP's Manual and as specified in the contract special provisions.
- Erosion control BMPs where necessary may include, but not be limited to, the following:
 - Minimizing the extent of disturbed areas and duration of exposure
 - Stabilizing and protecting disturbed areas
 - Keeping runoff velocities low
 - Retaining sediment within the construction area
 - Use of silt fences or straw wattles
 - Temporary soil stabilization
 - Temporary drainage inlet protection
 - Temporary water diversion around immediate work area
 - Minimizing debris from construction vehicles on roads providing construction access
- Rule 402 measures required by the SCAQMD, which prohibits the discharge from any source whatsoever, such quantities of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or that cause or have a natural tendency to cause injury or damage to business or property.

- LACDPW would ensure all construction crews have fire-suppression equipment (such as fire extinguishers) on site to respond to the accidental ignition of a fire.
- Spill kits would be available onsite for potential leaks or spills of hazardous materials.
- In addition to complying with the City Noise Ordinance regarding construction work hours, LACDPW would minimize short-term construction noise through implementation of BMPs that may include, but not be limited to, the following:
 1. Proper maintenance and tuning of all construction equipment engines to minimize noise emissions;
 2. Proper maintenance and functioning of the mufflers on all internal combustion and equipment engines;
 3. Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors; and
 4. Appoint a public liaison for project construction that would be responsible for addressing public concerns about construction activities; including excessive noise. As needed, the liaison would determine the cause of concern (e.g., starting too early, bad muffler) and implement measures to address the concern.
- LACDPW would work with local authorities to prepare a construction traffic notification procedure to minimize transportation and traffic effects.
- Turbidity curtains to contain and control the dispersion of silt and sediment within Alamitos Bay during construction. Turbidity curtains would be required to control the dispersion to the greatest extent feasible.

2.6 Responsible Agencies, Permits and Other Approvals

The following Table 2-2 identifies the potential permits and/or approvals from other agencies that may be required prior to construction of the project.

Table 2-2. Anticipated Permits and Approvals	
Agency	Permit/Approval
US Army Corps of Engineers	Section 404 Clean Water Act Permit
California Coastal Commission	Coastal Development Permit
City of Long Beach	Local Coastal Development Permit
Los Angeles Regional Water Quality Control Board	Section 401 Water Quality Certification

3. Environmental Checklist Form and Assessment

3.1 Key Project Details

Project title:	Alamitos Bay Pump Station, Discharge Line Replacement Project
Lead agency name and address:	Los Angeles County Flood Control District 900 South Fremont Avenue Alhambra, California, 91803
Contact person and phone number:	Ebigalle Voigt Programs Development <u>Transportation Planning and Programs</u> Division, Environmental Planning and Assessments County of Los Angeles, Department of Public Works Phone: (626) 458-3967 Email: evoigt@dpw.lacounty.gov
Project location	5425 East Ocean Boulevard, Long Beach, CA. Alamitos Bay, approximately 400 feet east of the intersection of 54th Place and Ocean Boulevard. Alamitos Bay is an inlet on the Pacific Ocean coast of southern California located at the outlet of the San Gabriel River between the cities of Long Beach and Seal Beach. The project site is situated on the Alamitos Peninsula, approximately 320 feet southeast of the intersection of 54th Place and Ocean Boulevard.
Project sponsor's name and address:	Los Angeles County Flood Control District 900 South Fremont Avenue Alhambra, California, 91803
General plan designation:	Open Space/Parks in the City of Long Beach General Plan
Zoning:	P (Park)
Description of project:	<p>The proposed Alamitos Bay Pump Station, Discharge Line Replacement Project (project) consists of removing the existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure), and replacing it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A temporary cofferdam consisting of steel push-in piles would be required for the entire perimeter of the construction area to install the buried pipes and construct the outlet structure.</p> <p>The project also consists of removing the existing pump station roof and installing a new steel frame roof, 3 feet higher than the existing height to accommodate a new bridge crane. Additional improvements to the pump station include replacing the existing office, bathroom and associated amenities, and all pump station access doors. Also, electrical service disconnection and</p>

Surrounding land uses and setting:

reconnection and lighting upgrades would be performed at the pump station.

The project site is surrounded to the west, northwest, and southeast with recreational uses associated with the beach at Alamitos Bay, including boat rental. A boat dock is located immediately southeast of the project site and the Bayshore Co-op Preschool is located approximately 65 feet southwest of the project site at 5431 East Ocean Boulevard. North of the project site is the open water of Alamitos Bay. South of the project site, along Ocean Boulevard, is a lane of diagonal on-street parking. Further northwest of the project site, on the northeast corner of 54th Place and Ocean Boulevard is Bayshore Playground, located at 5415 East Ocean Boulevard, which includes a handball court, a paddle tennis court, playground equipment, a racquetball court, and a roller hockey rink.

Other public agencies whose approval is required:

US Army Corps of Engineers (Section 404, Clean Water Act permit), California Coastal Commission (Coastal Development Permit), City of Long Beach (Local Coastal Development Permit), Los Angeles Regional Water Quality Control Board (Section 401 Water Quality Certification)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

The Gabrieleno Band of Mission Indians – Kizh Nation submitted a letter on September 18, 2017 requesting to consult on the project to provide the County with a more complete understanding of the prehistoric uses of the project area and the potential risks for causing a substantial adverse change to the significance of tribal cultural resources. A consultation meeting occurred on April 19, 2018, which included representatives from the County and representatives of the Gabrieleno Band of Mission Indians – Kizh Nation. No Tribal Cultural Resources, cultural resources or sacred lands were identified. An AB52 closure letter from the County to Gabrieleno Band of Missions Indians-Kizh Nation, dated October 18, 2018 has been included in Appendix E, AB 52 Consultation Letters.

3.2 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" and requiring implementation of mitigation as indicated by the checklist on the following pages.

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

3.3 Environmental Determination

On the basis of this initial evaluation:

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



Ebigalle Voigt
Environmental Planning and Assessments
County of Los Angeles, Department of Public Works

10/16/18

Date

3.4 Evaluation of Environmental Impacts

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project site is in Alamitos Bay, an inlet on the Pacific Ocean coast of southern California located at the outlet of the San Gabriel River between the cities of Long Beach and Seal Beach. The project site is currently developed with an existing pump station and a discharge outlet structure and is visible from adjacent roadways, the beach, the harbor, and nearby residences. The existing pump station houses pumps and ancillary facilities within an approximately 10-foot-tall walled structure with a roof. The existing discharge outlet structure consists of three reinforced concrete pipes and one steel pipe. These pipes are supported by eight timber piers, with one two timber pile at each end of the pier for a total of 16 existing piles. The discharge outlet structure supports a timber deck and railing, and a non-operational lifeguard observation station previously used by the City of Long Beach lifeguards. The project site is surrounded to the west, northwest, and southeast with recreational uses associated with the beach at Alamitos Bay, including boat rental.

Impact Analysis:

a. HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

LESS THAN SIGNIFICANT IMPACT. The project would not have an adverse effect on a scenic vista. Scenic views or vistas are generally defined as panoramic public views to various natural features, including large water bodies, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly owned sites, and public rights-of-way.

The project site is located on the Alamitos Peninsula in the City of Long Beach, with the discharge pipe and supports being located within Alamitos Bay. Views of the project site are available from the public beach at Alamitos Bay, from within Alamitos Bay, and from Naples Island across the bay from the project site. Intermittent views of the project site from Ocean Boulevard and Bayshore Avenue are available, however, the views along Ocean Boulevard are generally obstructed by fencing along this roadway.

The City of Long Beach Local Coastal Program identifies the visual resources of the Alamitos Peninsula as views of the beach, ocean, and bay, which are attainable from its two public walkways. Construction activities associated with the proposed pump station modifications would temporarily affect views of the beach and bay in the project area. However, construction

activities would be short-term in nature, with views being impacted for the approximate four-month construction period. Due to the short-term nature of construction activities, the impact to views would be less than significant.

Once completed, the project would have a beneficial effect to views of the site. The project would remove the existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure) and replace it with new buried discharge pipes and a concrete outlet structure supported on driven piles, to increase beach access. Views of the project site would no longer be dominated by aging infrastructure, but instead would allow line-of-sight through the area and would enhance views of the site from surrounding public viewpoints. Beneficial impacts to public viewsheds would occur with project implementation.

b. SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

NO IMPACT. Implementation of the project would not damage scenic resources within a state scenic highway. In the project area, Pacific Coast Highway is an eligible state scenic highway, although not officially designated (Caltrans, 2018). The eligible segment of Pacific Coast Highway travels south through the County of Orange and is located approximately one-mile northeast of the project site at its closest point to the project site. Additionally, direct views of the project site from Pacific Coast Highway are obstructed by trees, vegetation, and buildings. As such, no impact would occur.

c. SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?

LESS THAN SIGNIFICANT IMPACT. The project would not substantially degrade the existing visual character or quality of the site and its surroundings. Construction activities would result in a temporary change in the visual character of the project site with the removal of the existing discharge pipe, supports, and deck. In addition, construction activities associated with the proposed pump station modifications would temporarily affect views of the beach and bay in the project area. However, construction activities would be short-term in nature, with views being impacted for the approximate four-month construction period. Due to the short-term nature of construction activities, the impact to views would be less than significant.

The project site currently contains a pump station and an existing above-ground discharge pipe and supports, including timber piles, a timber deck and railing, a lifeguard observation station, and three reinforced concrete pipes. While the overall height of the pump station would be 3-feet taller than the existing pump station, the raised roof is necessary to support a ceiling mounted crane system inside. However, this is considered a nominal increase in the overall height of the structure and would not impede existing views through the site nor degrade the existing visual character or quality of the site. Once completed, the project would have a beneficial effect to views of the site. The project would remove the existing above-ground discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure) and replace it with new buried discharge pipes and a concrete outlet structure supported on driven piles, to increase beach access. Views of the project site would no longer be dominated by aging infrastructure, but instead would allow

line-of-sight through the area and would enhance views of the site from surrounding public viewpoints. Beneficial impacts to public viewsheds would occur with project implementation.

d. CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAYTIME OR NIGHTTIME VIEWS IN THE AREA?

LESS THAN SIGNIFICANT IMPACT. Section 2.5 (Project Design Features) identifies project design features that would include limiting construction work hours between 7:00 a.m. and 7:00 p.m. on weekdays, between 9:00 a.m. and 6:00 p.m. on Saturday. Therefore, no construction would occur during the evening hours. The project includes upgrades to the existing pump station lighting. However, these upgrades would not result in new light spillage outside the site, as all nighttime lighting would be directed inward toward the pump station doors and facility. Since the facility already contains existing lighting, implementation of the project would not create a new source of light or glare that would adversely affect day or nighttime views. No permanent reflective surfaces would be installed as part of the project. Therefore, less than significant impacts from light or glare would occur.

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:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The California Department of Conservation (DOC) administers programs that support agricultural land conservation, which include the Farmland Mapping and Monitoring Program and the Land Conservation (Williamson Act) Program. The location of the project relative to Farmland and Williamson Act contracts is discussed below under Impacts II(a), II(b), and II(e). A discussion of project site relative to agricultural zoning and forest land is included under Impacts II(c), II(d), and II(e).

Impact Analysis:

a. CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

NO IMPACT. According to the DOC Farmland Mapping and Monitoring Program (FMMP), the project site is outside of the survey boundary for designated Farmland (DOC, 2017). No designated Farmland would be converted by the project and there would be no impact under this criterion.

b. CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

NO IMPACT. The project would not be located on designated Williamson Act land (DOC, 2016). Furthermore, the project site is zoned by the City of Long Beach as a Park district (P) (City of Long Beach, 2012). The project would not conflict with a Williamson Act contract nor would it conflict with agricultural zoning. There would be no impact under this criterion.

c. CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?

NO IMPACT. The project site is situated on Alamitos Bay and is zoned as a Park district. No forest land or timberland is located at the project site or within the surrounding area. The project would not conflict with existing zoning for forest land or timberland, and there would be no impact under this criterion.

d. RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT. As mentioned in Impact II(c) above, the project site is not located on any forest land. The project would not contribute to the loss of forest land, nor would project activities convert forest land to non-forest use. There would be no impact under this criterion.

e. INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT THAT, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

NO IMPACT. The project is not located within or adjacent to designated Farmland or forest land. There would be no impact under this criterion.

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:**

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

Discussion:

Environmental Setting

The project site is in the Belmont Shore area of the City of Long Beach, within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Emissions from the construction of the project would affect air quality in the immediate project area and the surrounding areas.

The project area has a climate that is characterized by warm, dry summers and cool winters with a moderate amount of seasonal precipitation that occurs primarily during the winter months. This coastal project area is also subject to morning fog and haze from the onshore winds, or marine layer, that can occur during most of the year; but that is particularly strong in the winter through early summer. The temperatures at this coastal location are moderated by its proximity to the Pacific Ocean. The average summer (June to September) high and low temperatures in the Belmont Shore area range from 85°F to 61°F. Average winter (December to March) high and low temperatures range from 69°F to 45°F. The average annual precipitation is approximately 13 inches with nearly 80 percent of the precipitation occurring between December and March (Intellicast, 2018).

Regulatory Setting

Air quality is regulated at the federal (US Environmental Protection Agency [USEPA]), state (California Air Resources Board [CARB]) and local level (SCAQMD). The SCAQMD is primarily responsible for planning, implementing, and enforcing federal and state ambient air quality standards within this portion of the SCAB. The USEPA, CARB, and the local air districts classify an area as attainment, unclassified, or nonattainment of the ambient air quality standards depending on whether the monitored ambient air quality data shows compliance, insufficient data available, or non-compliance with these standards; the National and California Ambient Air Quality Standards (NAAQS and CAAQS). The SCAB is currently designated as nonattainment for the state and federal ozone and fine particulate matter (PM_{2.5}) standards, the federal standard for lead, and the state respirable particulate matter (PM₁₀) standard. The SCAB is designated as attainment, attainment/maintenance, or unclassified for all other state and federal standards (USEPA, 2018, CARB, 2018).

As part of its planning responsibilities, SCAQMD prepares Air Quality Management Plans and Attainment Plans as necessary based on the attainment status of the air basins within its jurisdiction. The SCAQMD is also responsible for permitting and controlling stationary source criteria and air toxic pollutants as delegated by the USEPA. The project, as a construction project with no stationary sources is not directly subject to many regulations, but the CARB and SCAQMD rules that would apply are:

CARB Statewide Portable Equipment Registration Program (PERP) Regulation (CARB, 2011)

- This regulation applies to any portable stationary equipment, such as generators, that may be used during construction. The PERP establishes a uniform program to regulate portable engines and portable engine-driven equipment units. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts, as long as the equipment is located at a single location for no more than 12 months.

SCAQMD Rules and Regulations (SCAQMD, 2018)

- *Regulation 2 – Permits.* This regulation would apply to any portable stationary equipment not registered under the PERP program and would require obtaining permits to construct and operate.
- *Rule 401 – Visible Emissions.* This rule prohibits discharge of air contaminants or other materials that are as dark or darker in shade as designated No. 1 on the Ringelmann Chart, or at an equivalent opacity, for a period or periods greater than three minutes in one hour.
- *Rule 402 – Nuisance.* This rule prohibits discharge of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any such persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 403 – Fugitive Dust.* The purpose of this rule is to control the amount of PM entrained in the atmosphere from man-made sources of fugitive dust. The rule prohibits emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area to be visible beyond the emission source's property line. During project construction, fugitive dust control measures identified in the rule would be required to minimize fugitive dust emissions from proposed earth moving, temporary storage pile(s), and unpaved vehicle travel activities. These measures would include watering as necessary to maintain sufficient soil moisture content and vehicle speed limits when on unpaved areas.
- *Rule 1113 – Architectural Coatings.* This regulation specifies the maximum volatile organic compound (VOC) content for various types of architectural coatings, such as flats, non-flats, and primers. The project does include minor improvements within the existing pump station building that may require painting.

Impact Analysis:

a. CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

LESS THAN SIGNIFICANT IMPACT. SCAQMD and Southern California Association of Governments (SCAG) have developed air quality management plans (AQMPs) to meet the requirements of the Federal Clean Air Act. AQMPs were developed in 2003, 2007, 2012, and 2016 to address various federal non-attainment and attainment/maintenance planning requirements. These plans are incorporated into the state Implementation Plan by CARB and

are then reviewed and approved or disapproved by USEPA. USEPA is currently reviewing the 2016 AQMP.

There are no applicable emissions reduction measures in these plans, that are not already part of approved regulations, that apply to the project. The project does not include stationary emissions sources, so very few SCAQMD regulations apply to the project, and the project would comply with the applicable SCAQMD rules and regulations. Additionally, the project would not cause new growth; and would not change operation requirements. Therefore, the project would not conflict with or obstruct the applicable air quality plans.

b. VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?

LESS THAN SIGNIFICANT IMPACT. The project's construction and operation air pollutant emissions are well below the magnitude needed to cause an air quality standard violation or contribute substantially to an existing or projected air quality standard violation. Therefore, the project would not significantly impact ambient air quality.

Also, please see the regional and localized criteria pollutant emissions analyses provided below under Impacts III(c) and III(d).

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)?

LESS THAN SIGNIFICANT IMPACT. Pollutant emission calculations related to the project construction activities include the emissions from on-road vehicles and off-road equipment utilized during construction; and include the fugitive dust emissions resulting from earthmoving activities, wind erosion, and vehicle travel. Operations would not change from current conditions; therefore, operation emissions have not been estimated.

The County of Los Angeles Department of Public Works provided information used to estimate the construction equipment usage and schedule to calculate the maximum daily emissions for the proposed construction activities. It was determined that there were two construction phases that could create maximum daily emissions for one or more of the criteria pollutants; specifically, the Cofferdam Installation construction phase, and the Excavation/Waste Removal construction phase. Air pollutant emissions from the proposed construction activities estimated for these two phases were calculated using emissions factors derived from the latest version of the CARB EMFAC and OFFROAD programs (2017 updates), and USEPA and SCAQMD emission factors or assumptions for fugitive dust emissions calculation. Emission factors for on-road and off-road equipment were developed assuming fleet-wide average emissions factors for the South Coast Air Basin, and no mitigation was assumed for on-road vehicles and off-road equipment engine emissions in the unmitigated project emissions estimate. Fugitive dust emissions factors were calculated assuming dust control compliance with SCAQMD Rule 403 - Fugitive Dust, specifically including wet dust suppression-watering and unpaved area speed reduction. Appendix B (Air Quality and Greenhouse Gas Emissions Calculations) includes detailed assumptions for the construction phases, including equipment and on road vehicle use and the Rule 403 dust control measure assumptions.

Table 3-1 compares the maximum daily unmitigated construction emissions of the project with the SCAQMD regional significance thresholds.

Table 3-1. Maximum Daily Unmitigated Construction Emissions						
	VOC	CO	NO _x	SO _x	PM10	PM2.5
On-Road Vehicle Emissions	0.22	1.79	0.72	0.01	0.18	0.09
Off-Road Equipment Emissions	7.33	61.56	15.13	0.02	0.47	0.43
Fugitive Dust Emissions	--	--	--	--	4.21	0.68
Total Maximum Daily Emissions (lbs/day)	7.54	63.36	15.86	0.03	4.86	1.20
SCAQMD Regional Significance Thresholds (lbs/day)	75	550	100	150	150	55
<i>Exceeds Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: Appendix B; SCAQMD, 2015						
Note: Maximum daily VOC, CO, SO _x , and NO _x emission occur during the Cofferdam Installation phase, and the maximum daily PM10 and PM2.5 emissions occur during the Excavation/Waste Removal phase.						

The maximum daily project construction emissions have been determined to be well below all SCAQMD regional significance thresholds, therefore project impacts are less than significant.

d. EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

LESS THAN SIGNIFICANT IMPACT. There are two specific impact issues that have been analyzed in regards to the project's potential to expose sensitive receptors to substantial pollutant concentrations, as follows:

- Localized short-term criteria pollutant concentration impacts
- Health-risk impacts from toxic air contaminant (TAC) emissions

Localized Air Pollutant Impacts

SCAQMD Localized Significance Thresholds (LSTs) are used to determine if a project could exceed ambient air quality thresholds for nearby sensitive receptors. The LSTs were established by SCAQMD for each source receptor area (SRA) within their jurisdiction, and represent on-site emission levels that could cause ambient air quality standard exceedances or substantial contributions to existing exceedances at given distances from the site to nearby receptor locations. The project is in SRA 4 (South Los Angeles County Coastal), and the nearest sensitive receptors are the students at the Bayshore Co-op Preschool that are approximately 25 to 50 meters from the project site. The other nearby sensitive receptors are residential receptors located to the west, north, and east at greater than 50 meters from the project site.

Table 3-2 compares the maximum daily unmitigated and mitigated on-site construction emissions of the project with the SCAQMD most conservative applicable LSTs. The LSTs were determined using the SCAQMD look up table (SCAQMD, 2009) for SRA 4 with the assumptions of the nearest receptors being located 25 meters from the construction site, where the construction area is assumed to be one acre in size. Appendix B includes detailed conservative assumptions for the construction phases, including equipment and on-road vehicle use that are assumed to generate the maximum daily localized (on-site) emissions.

Table 3-2. Maximum Localized Daily Construction Emissions				
	CO	NO _x	PM10	PM2.5
Off-Road Equipment Emissions On-Road Vehicle Emissions	61.56	15.13	0.47	0.43
On-Road Vehicle Emissions Off-Road Equipment Emissions	0.03	0.13	0.00	0.00
Fugitive Dust Emissions	--	--	2.77	0.32
Maximum On-site Unmitigated Construction Emissions (lbs/day)	61.59	15.26	3.24	0.76
SCAQMD Localized Significance Thresholds (lbs/day)	585	57	4	3
<i>Exceeds Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: Appendix B; SCAQMD, 2009 Note: Maximum daily localized CO and NO _x emission occur during the Cofferdam Installation phase, and the maximum daily PM10 and PM2.5 emissions occur during the Excavation/Waste Removal phase.				

The maximum unmitigated daily on-site localized project construction emissions were determined to be below all SCAQMD localized significance thresholds.

Toxic Air Contaminants (TAC) Health Risk Analysis

Emissions of air toxics are limited to the short-term construction period for the project, and from a health risk perspective are primarily associated with the emissions of diesel particulate matter from the diesel-fueled construction equipment operating at the project site. Therefore, due to the minimal amount of TAC emissions that would result from the project's construction and the short-term nature of these construction emissions (four months), it is concluded that the project's TAC emissions would cause less than significant health risk impacts.

e. CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

LESS THAN SIGNIFICANT. Potential sources that may emit odors during construction activities include equipment exhausts, and biological decompositions. Odors from these sources would be localized and generally confined to the immediate area surrounding the construction site. The odors would be typical of existing conditions and would be temporary in nature. The construction contractor would be responsible for controlling odors and complying with SCAQMD Rule 402, in addition to adhering to DPW guidelines, and all applicable state laws and regulations. Therefore, the odor impact during construction would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:

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

Discussion:

This section presents a description of plant and wildlife communities and special-status species followed by an assessment of potential impacts to these resources and mitigation measures designed to offset potential impacts to these resources, where possible. A reconnaissance-level biological survey of the project site was conducted by AECOM biologists on July 16, 2015. A letter summarizing the results of the biological survey and background review was provided to the LACDPW on August 12, 2015 (Appendix C). Additional reconnaissance-level biological surveys were conducted on September 18, 2017 and January 30, 2018 by Aspen biologist Justin Wood. A memo summarizing the results of these additional surveys and an updated background review was provided to the LACDPW on March 8, 2018 (Appendix D).

The 2018 memo prepared by Aspen included an updated literature review of special-status biological resources reported by the California Natural Diversity Database (CNDDB) for the Long Beach, Los Alamitos, and Seal Beach United States Geological Survey (USGS) 7.5-minute topographic quads (CDFW 2018; Attachment 3 in Appendix C). Additional resources such as the California Native Plant Society's (CNPS) inventory of rare and endangered vascular plants of California, Consortium of California Herbaria (CCH), inaturalist.org and ebird.org were also reviewed (CNPS, 2018; CCH, 2018; inaturalist.org, 2018; and ebird.org, 2018). The letter and

memo identify special-status biological resources either occurring or potentially occurring on the project site.

Vegetation and land cover types were mapped by AECOM and additional areas were mapped by Aspen and are included in the summary letter and memo. A Jurisdictional Delineation was not prepared; however, AECOM documented the high-tide elevation in its letter which indicates the limits of jurisdiction for the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB).

Impact Analysis:

- a. **HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?**

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Special-status plants and wildlife include those species listed as threatened or endangered, proposed for listing, or candidates for listing by the U.S. Fish and Wildlife Service (USFWS) or by the California Department of Fish and Wildlife (CDFW). Special-status plants also include those species with a California Rare Plant Rank (CRPR) or those listed as rare by CDFW. Special-status wildlife include those species listed as threatened or endangered, proposed for listing, or candidate for listing by USFWS or CDFW, or recognized as a species of special concern by CDFW. Wildlife species with a state rank of S1, S2, or S3 are also considered special-status species. Special-status habitats are those that are regulated by USFWS, USACE, or those considered sensitive by the CDFW.

Special-status Plants

All special-status plants of the surrounding area were identified in the background literature review (Appendices C and D). Of these, only estuary seablite (*Suaeda esteroa*) was determined to have a potential to be present. Surveys for this species were completed during the appropriate time of year and it was not detected. This species was determined to not be present on the project site. No special-status plants are expected to be impacted by the project.

Special-status Wildlife

All special-status wildlife species of the surrounding area were identified in the background literature review (Appendices C and D). Based on literature, reconnaissance-level field surveys, and habitat assessments it was determined that most of these are not likely to occur in the project site and not likely to be impacted by the project because of lack of suitable habitat. Only those species with a potential to be present or be impacted by the project are discussed below.

State and Federally Listed Species

Green sea turtle (*Chelonia mydas*) is a federally listed threatened species (USFWS and NOAA, 2016). Suitable foraging habitat for green turtle is present within the open water in and adjacent to the project site. Green sea turtle is known from the mouth of the San Gabriel River, between Interstate 405 and the Pacific Ocean, including portions of Anaheim and Alamitos Bays (CDFW, 2018). Most of the observations have been concentrated near a warm water discharge from the Los Angeles Department of Water and Power's Haynes Generating

Station. The nearest reported observation of a green sea turtle is in the eastern portion of Alamitos Bay, approximately 0.65 miles east of the project site (CDFW, 2018).

If one or more green sea turtles are present in or near the work area during construction, significant direct impacts could occur. Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce the potential for any direct impacts to green turtle by ensuring they are not present in the project site at the beginning of construction and are kept out of the work area for the duration of construction. Indirect impacts to this species resulting from construction activities (i.e. noise and dust) would be less than significant because there is abundant suitable habitat throughout the vicinity of the project site and green sea turtles, if present, could leave the area to avoid disturbance.

Other Special-status Species

California brown pelican (*Pelecanus occidentalis*) was observed immediately adjacent to the project site during the reconnaissance-level surveys. It feeds on fish that are captured in open water. Suitable foraging habitat is present in and adjacent to the proposed project site. The project would temporarily eliminate some foraging habitat; however, alternative foraging habitat is abundant in the area. California brown pelicans are not expected to nest in or adjacent to the project site. Direct impacts to California brown pelican are not expected to result from project activities. Indirect impacts to this species resulting from construction activities (i.e. noise and dust) would be less than significant because there is abundant suitable habitat throughout the vicinity and California brown pelican could leave the area to avoid disturbance.

Black skimmer (*Rynchops niger*) was not observed during the surveys. Suitable open water foraging habitat is present in and adjacent to the project site. The project would temporarily eliminate some foraging habitat; however, alternative foraging habitat is abundant in the area. Black skimmer is not expected to nest in or adjacent to the project site and is not expected to be directly impacted by project activities. Indirect impacts resulting from construction activities (i.e. noise and dust) would be less than significant because there is abundant suitable habitat throughout the vicinity of the project site and this species could leave the area to avoid disturbance.

Suitable foraging habitat for two pinniped species protected by the Marine Mammal Protection Act, California sea lion (*Eumetopias jubatus*) and harbor seal (*Phoca vitulina*), is present within and adjacent to the project site. Although California sea lion and harbor seal were not observed on-site during the surveys, they are often observed near the Alamitos Bay Marina. While these species may initially be wary of construction noise, they can become habituated to the activity and may approach the project site. If either species is present, significant impacts to California sea lion and harbor seal could occur during construction of the project. Implementation of Mitigation Measure BIO-3 would reduce any direct impacts to California sea lion and harbor seal to less than significant by ensuring that construction crews are aware of these species and do not approach or harass them. Indirect impacts to these species resulting from construction activities (i.e. noise and dust) would be less than significant because there is abundant suitable habitat throughout the vicinity of the project site and they could leave the area to avoid disturbance. Regardless, noise is further discussed in Section XII (Noise) which states that construction noise would be reduced to levels not exceeding the identified City of Long Beach and Los Angeles County performance standards. Keeping construction noise under these standards would further reduce any indirect impacts to protected pinniped species.

Nesting Birds

The federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5, and 3513 prohibit take of migratory birds, including eggs or active nests, except as permitted by regulation (e.g., licensed hunting). During the 2018 reconnaissance-level survey, the only bird nests observed on project facilities were rock pigeon (*Columba livia*) nests on the existing discharge structure. Rock pigeons are a non-native species and not protected by the MBTA or the California Fish and Game Code. Nonetheless, native birds protected by MBTA and Fish and Code have the potential to nest on the project facilities and could be directly impacted by project activities. With the implementation of Mitigation Measure BIO-4, direct impacts to nesting birds would be avoided by requiring initial ground disturbance and structure removal to be completed outside of the nesting season or only after a pre-construction nesting bird survey has been completed to confirm that no protected nests are present. Indirect impacts to nesting birds resulting from construction activities (i.e. noise and dust) would be reduced to less than significant because BIO-4 requires that buffers be established to minimize such impacts on nesting birds. Regardless, noise is further discussed in Section XII (Noise) which states that construction noise would be reduced to levels not exceeding the identified City of Long Beach and Los Angeles County performance standards. Keeping construction noise under these standards would further reduce any indirect impacts to nesting birds.

Mitigation Measures. The Impacts described above would be less than significant with the implementation of the following mitigation measures.

BIO-1 Pre-construction Special-status Species Surveys. Prior to the start of any project activities a qualified project biologist would be assigned and would survey the project site and a 100-foot buffer around the site for special-status species. The project biologist would be familiar with all special-status species that have a potential to be present, including green sea turtle, protected pinnipeds, and native birds. If federally or state listed species are detected during these surveys, they shall be avoided, and the US Fish and Wildlife Service and California Department of Fish and Wildlife notified within 24 hours, as appropriate. If any non-listed special-status species are detected, they would be avoided with the implementation of avoidance buffers to be determined by the biologist.

Prior to the start of the project, all construction personnel would be informed on the potential for sea turtles to be present in the project site. Construction personnel would be instructed to avoid direct contact with these species and avoid harassment in any way. Also prior to any project work in the bay, a pre-construction fish and turtle survey would be completed. The project biologist would direct a team of fisheries biologists, who would use seine nets to clear the work limits. The net would be installed at low tide, starting from the beach and working into the bay to exclude any fish and turtles. No turtles would be handled or forced to leave the area but instead would be passively relocated from the work area using the nets. Any additional aquatic organisms that are encountered in the work area would be relocated from the project site as feasible. Once the work area has been cleared the seine net would be installed around the perimeter of the work area to exclude these species from re-entering the area. The seine net would be kept in place until the cofferdam has been installed.

BIO-2 Green Sea Turtle Avoidance. If the seine nets (as required in BIO-1), are damaged or accidentally moved, the project biologist shall be on site during any construction activities occurring in or over the water to monitor the presence of green turtles. The

project biologist shall have the authority to temporarily halt construction operations and shall determine when construction operations can resume.

Even with the seine net or coffer dam in place, construction activity within or over the water shall be temporarily stopped if a green sea turtle is observed within 100 feet of the work site. Work would only resume when the turtle safely leaves the area. Construction personnel shall be briefed on potential for green sea turtle to be present and would be provided with its identification characteristics, since it may occasionally be mistaken for a seal or sea lion.

The construction manager would inform the project biologist of the sea turtle observation, and the biologist shall prepare an incident report of any green sea turtle activity in the project area. The report shall be provided within 24 hours to California Department of Fish and Wildlife and the National Marine Fisheries Service.

BIO-3 Marine Mammal Avoidance. Prior to the start of the project, all construction personnel would be informed on the potential for California sea lion and harbor seal to be present in the project site. Construction personnel would be instructed to avoid direct contact with these species and avoid harassment (including feeding the animals) in any way. If a California sea lion or harbor seal should enter the project site, work will be halted until they leave the site on their own.

BIO-4 Nesting Bird Avoidance. Structure demolition and initial ground disturbance would be completed between September 16 and February 14 to avoid the nesting bird season. If these activities must take place during the nesting season, a nesting bird survey would be completed by the project biologist ~~no more~~ earlier than ~~seven~~ three days prior to the start of these activities to locate any nests that may be present. The survey would be conducted throughout the project site and within approximately 100 feet of the project site. If an active nest is found, a buffer around the nest would be established in which no work would be allowed until nesting is complete (i.e., until juvenile birds leave the nest or until the nest fails and is abandoned by the adult birds). The size of the nest buffer would be determined by the project biologist, based on the species sensitivity and specific nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. Once a nest is determined to be no longer active, the project biologist would remove all flagging and allow construction activities to proceed.

b. HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Eelgrass and other specialized habitats in Alamitos Bay are Essential Fish Habitat (EFH), defined as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” (16 U.S. Code 1802[10]) under the Magnuson-Stevens Fishery Conservation and Management Act (NOAA, 2007). The project site is also located within an area designated as EFH for the Coastal Pelagic Fisheries Management Plan (PFMC, 2018). Although not observed during surveys, four of the 86 species managed under the Fisheries Management Plan occur near the project site and potentially within Alamitos Bay: northern anchovy, Pacific sardine, Pacific mackerel, and jack mackerel.

Approximately 0.005 acres (224 square feet) of eelgrass habitat is present in the project site, and an additional 0.06 acres (2,584 square feet) are within 50 feet of the site. The project would remove 0.005 acres of eelgrass habitat. Following the completion of the project, the sediment in the disturbed area would be replaced and eel grass would be able to recolonize suitable portions of the site by propagating from rhizomes in the immediately adjacent undisturbed eelgrass habitat. A temporary loss of 0.005 acres of eelgrass habitat would be less than significant given the abundance of similar habitat just outside of the project site. Indirect impacts to eelgrass habitat beyond the project site would be avoided with the implementation of Mitigation Measure BIO-5 which requires that the eelgrass habitat beyond the project site be clearly marked for avoidance, requires that construction materials, waste, and sediments not be allowed to enter the adjacent habitats, and requires that a biologist inspect the adjacent eelgrass habitat weekly to ensure it is unaffected. Section 2.5 (Project Design Features) also includes several BMPs that would be used to reduce erosion and sediment deposition into the adjacent habitat. No other impacts to riparian habitat or other sensitive natural community are expected to result from project construction and operations. In addition, the project would temporarily eliminate habitat for species protected under the Coastal Pelagic Fisheries Management Plan. A temporary loss of habitat would be less than significant given the abundance of similar habitat outside of the project site.

BIO-5 Eelgrass Impact Minimization and Monitoring. After the steel push-in piles are installed, no construction activities that disturb the sea floor would be permitted outside the boundaries of the cofferdam. The project biologist shall mark the positions of eelgrass beds outside the construction area with buoys prior to the initiation of any construction to minimize damage to them. The project biologist shall monitor the construction process weekly for the duration of construction to ensure eelgrass beds beyond the construction area are not impacted.

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?

LESS THAN SIGNIFICANT IMPACT. There is no marshland or similar wetland habitat within the project site. However, the tidal beach and open water support biological resources, potentially including protected species and EFH. As discussed in Section 2.6 (Responsible Agencies, Permits, and Other Approvals), LACDPW would coordinate with the USACE to obtain a Section 404 Clean Water Act Permit and with the Los Angeles RWQCB to obtain a Section 401 Water Quality Certification. In addition, the project would implement structural and nonstructural BMPs and erosion control measures. As discussed in Section 2.5 (Project Design Features), these measures may include, but would not be limited to, minimizing the extent of disturbed areas and duration of exposure, stabilizing and protecting disturbed areas, keeping runoff velocities low, and retaining sediment within the construction area, as well as the use of turbidity curtains to control the dispersion of silt and sediment within Alamitos Bay. Additionally, a cofferdam constructed of steel push-in piles would be installed around the work area to prevent water intrusion into the worksite. Compliance with existing regulations and implementation of BMPs would reduce impacts to protected waters. Therefore, impacts to protected waters during project construction would be less than significant.

d. INTERFERE SUBSTANTIALY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The project has the potential to temporarily interfere with the movement of marine mammals and native fish in Alamitos Bay, but it would not interfere with migratory patterns or habitat connectivity. These short-term impacts would not prevent fish or wildlife access to important resources or habitat areas and therefore would be less than significant. Wildlife nursery sites such as the eelgrass habitat for fish; bare sand for ground-nesting birds; and the existing discharge structure for nesting birds and marine invertebrates are all present. Project activities would temporarily remove these habitats and these species would be forced to go elsewhere. Direct impacts to nursery sites would be minimized with the implementation of Mitigation Measure BIO-1 which requires a pre-construction survey or nesting season avoidance. By implementing this measure, the project would avoid or minimize disturbance to nesting birds and any potential effects to these wildlife nursery sites would be less than significant.

The project has the potential to trap common aquatic wildlife species in the work area when the steel push-in piles are installed. BIO-1 would require native fish and aquatic organisms to be relocated from the project site to the greatest extent practicable to reduce the level of impact.

As discussed under Impact IV(a), there are numerous locations in and adjacent to the project site that can support nesting birds (i.e., nursery sites). With the implementation of Mitigation Measure BIO-4, potential impacts to nesting birds would be minimized and would be less than significant.

Indirect impacts to adjacent wildlife habitats and movement corridors resulting from construction activities (i.e. noise and dust) would be less than significant because of the extensive amount of similar habitat in the vicinity that would not be affected by the project. Regardless, noise is further discussed in Section XII (Noise) which states that construction noise would be reduced to levels not exceeding the identified City of Long Beach and Los Angeles County performance standards. Keeping construction noise under these standards would further reduce any indirect impacts to common wildlife.

e. CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

NO IMPACT. The City of Long Beach has a tree ordinance that applies to City-owned trees. A permit would be required if the project would remove any city-owned trees. The project is not expected to remove any trees; therefore, a permit is not required. The project would not conflict with local policies or ordinances protecting biological resources.

f. CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

NO IMPACT. There are no adopted habitat conservation plans (HCPs) that apply to the project site, and it is not located in or near any natural community conservation plan (NCCP) areas. Therefore, the project would not conflict with any such plan. No conflict with an adopted HCP or NCCP would occur.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

This section describes the existing cultural and paleontological resources in the project area and discusses potential impacts associated with the project. Cultural resources are historic and prehistoric archaeological sites, historic architectural and engineering features and structures, and sites and resources of traditional cultural significance to Native Americans and other groups. Paleontological resources include fossil plants and animals, and other evidence of past life such as preserved animal tracks and burrows. Data provided by fossils also contribute to proper stratigraphic interpretations, paleoenvironmental and paleoclimatic reconstructions, and to understanding evolutionary processes.

Environmental Setting

Cultural Resources

Three elements of the cultural setting of the study area are important to understanding the cultural resources present: Prehistoric, Ethnographic, and Historic periods. The prehistoric overview covers the era prior to sustained European contact (AD 1770), while the historic period overview covers the period subsequent to that contact. The ethnographic overview covers the overlap between the two, presenting information regarding the Native American inhabitants of the region, as understood through historical accounts and information given to anthropologists by Native Californians.

Prehistoric Period. The following discussion is divided into three major cultural intervals: Early Holocene (9600—5600 cal B.C.), Middle Holocene (5600—1650 cal B.C.), and Late Holocene (1650 cal. B.C.—cal A.D. 1542). Archaeological data compiled over the last two decades indicate that initial settlement along the coast of Southern California began at least 12,000 years before present. Relatively few sites have been identified in the Los Angeles Basin that date to the early Holocene. Perhaps the earliest evidence of human occupation in the region near Los Angeles is represented at the tar pits of Rancho La Brea.

The Middle Holocene is marked by an expansion of populations throughout the coastal California area. Middle Holocene settlement-subsistence patterns were exemplified by seasonal settlements, greater emphasis on seed gathering and burial practices emphasizing burials in an extended position. Coastal and inland sites exhibit shallow midden accumulations, suggesting seasonal camping. Coastal sites from this time period are often located on bluff-top locales near major estuarine areas, occupied seasonally during the spring months for the purposes of shellfish gathering.

The Late Holocene is characterized by an increase and aggregation of regional populations, the appearance of the first village settlements, flexed burials and cremations, extensive intraregional trade and the introduction of plank canoe and bow and arrow technology. Coastal settlements expanded along bluff tops and the shore edges of lagoons. Eventually bluff top sites were abandoned and populations aggregated into villages along the edge of the lagoons.

Ethnographic Period. At the time of European contact, the project area was occupied by the Tongva, a Native American group also known as the Kizh or Gabrieleño that occupied the coast in what is today the Los Angeles and Orange County area. A number of Gabrieleño settlements, many of which were still occupied in the 1820s, have been reported in the vicinity of the Project area, although their exact locations are not known. Please see Section XVII (Tribal Cultural Resources) for a detailed discussion of the Ethnographic Setting.

Historic Period. Early historic period occupation of the project area was associated with Mission San Gabriel Archangel was founded in 1771. The Gabrieleño who had been living there were relocated to the Mission, where they were baptized and put to work. In addition to the missions, the Spanish also established a number of private ranchos including Los Coyotes (established in 1790) which encompassed the project area. This rancho was divided into six smaller properties, including rancho Los Alamitos, in 1934. Most of the land was used for grazing horses and cattle until the 1950s.

The project vicinity was developed as a tourist area beginning in the 1880s. Piers with amusement parks, such as the Long Beach Pike and various restaurants were constructed to attract tourists. A rail system was developed to promote tourism in Los Angeles County by creating a fast and inexpensive way to enjoy a swim at the beach. The Pacific Electric Railway, established in 1888, crossed through the project area.

Oil was discovered in the Long Beach area in the 1920s. The discovery well “Alamitos No. 1,” drilled near the northeast corner of Hill and Temple Streets, blew in and sent crude oil spewing 114 ft into the air. The demand for labor swelled the population of Long Beach and the small, quiet, seaside community surrounded by farming land became a boom town.

In 1923 the low-lying tidelands of Alamitos Bay were dredged to form Colorado Lagoon and Marine Stadium, which were used for recreational rowing. Marine Stadium was officially engineered and constructed beginning in 1930 for use in the 1932 Olympic Games. This structure is one of two remaining from the games and is listed on the California Register of Historical Places (CRHP).

Record Search

Aspen cultural resource specialists conducted a desktop cultural resource assessment of the project area. This background research included obtaining information from the South Central Coastal Information Center, located at California State University Fullerton, concerning previously conducted cultural resource surveys and previously recorded sites in the project area. The desktop assessment included the records search area, which is generally defined as a 1/4-mile from the perimeter of the project site. The results of the records search indicate that no previously identified cultural resources are present within the project area. However, three previously conducted projects have taken place within the project area. Similarly, the record search found no previously identified resources within 1/4-mile surrounding of the project area. However, two cultural resources studies were identified within 1/4-mile surrounding of the project area. One of these studies (Chasteen et al. 2014) conducted a resource sensitivity study. This study indicated that the project area is low sensitivity for prehistoric and historic-era archaeological resources and high sensitivity for built environment resources. Although highly sensitive, no historic built environment resources are known in the project area or within ¼ mile.

Paleontology

The project is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast trending structural block that extends from the Transverse Ranges in the north to the tip of Baja California in the south and includes the Los Angeles Basin (Norris and Webb 1976). This province is characterized by mountains and valleys that trend in a northwest-southeast direction, roughly parallel to the San Andreas Fault. The total width of the province is approximately 225 miles, extending from the Colorado Desert in the east, across the continental shelf, to the Southern Channel Islands (i.e., Santa Barbara, San Nicolas, Santa Catalina, and San Clemente) (Sharp 1976). It contains extensive pre-Cretaceous (more than 145 million years ago [Ma]) and Cretaceous (145 to 66 Ma) igneous and metamorphic rock covered by limited exposures of post-Cretaceous (less than 66 Ma) sedimentary deposits (Norris and Webb 1976). Within this larger region, the project is in the Los Angeles Basin, a broad alluvial lowland bounded to the north and east by the San Gabriel and Santa Ana Mountains, respectively, and by the Pacific Ocean to the southwest (Yerkes et al. 1965). The basin is underlain by a structural depression that has discontinuously accumulated thousands of feet of marine and terrestrial deposits since the Late Cretaceous (approximately 100.5 Ma) (Yerkes et al. 1965). Over millions of years, the basin has experienced episodes of subsidence, deposition, uplift, erosion, and faulting, all of which have resulted in a complex geology as well as a prolific oil industry (Bilodeau et al. 2007; Yerkes et al. 1965). The surface of the basin slopes gently southwestward toward the ocean, interrupted in various places by low hills and traversed by several large rivers, including the Los Angeles River, Rio Hondo, Santa Ana River, and San Gabriel River (Sharp 1976; Yerkes et al. 1965). Because the gradient of the basin is quite shallow, these rivers have not always flowed in their current channels; rather, they have flowed across various parts of the basin, depositing sediments over large areas (Sharp 1976; Yerkes et al. 1965).

A review of geologic maps (Poland and Piper, 1956) shows the geology of the spit on which the project is located as Q (Quaternary alluvium). The sediments are specifically active beach sands. Such deposits usually do not contain significant paleontological resources. However, deposits that lie beneath these active beach sands can produce significant paleontological resources (see locality LACM 7739 below). A paleontological records search requested from the Natural History Museum of Los Angeles County (LACM) indicates that there are three nearby localities that have produced Pleistocene vertebrate fossils. Two localities are above sea level, but one was found during trenching at a project on the beach.

Locality LACM 2031 is approximately 1.2 miles west-northwest of the project. It produced a fossil specimens of *Bison antiquus*. A second locality (LACM 1005) near Bixby Park produced fossils of mammoth and ground sloth. A third locality (LACM 7739) is near the previous locality, 2.25 miles up the coast near Bixby Park. It was in a trench 56 feet below the surface, and 25 feet below a horizon radiocarbon dated at approximately 43,000 years old. This puts the locality well back into the Pleistocene Epoch. That locality produced 11 kinds of sharks and 19 kinds of bony fishes. Therefore, vertebrate fossils can occur at a beach location, but subsurface. Thus, the surface sediments at the project site have a low sensitivity for paleontological resources, but the subsurface sediments have a high sensitivity. Little is known about the subsurface sediments at the site or how deep would be the disturbance.

Regulatory Setting

State

California Environmental Quality Act Statute and Guidelines

CEQA defines cultural and historical resources broadly. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and tribal cultural resources (TCR) [places used for traditional Native American observances or places with special cultural significance]. In general, any trace of human activity more than 50 years in age is to be treated as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed “historical resources”) need to be addressed. The state CEQA Guidelines define a historical resource as a resource listed or eligible for listing in the CRHR (PRC Section 5024.1). A resource may be eligible for inclusion in the CRHR if it:

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

The state CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the Public Resources Code (PRC Section 21083.2), the term “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, a high probability exists that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type, or,
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition to meeting one or more of the above criteria, resources eligible for listing in the California Register of Historical Resources (CRHR) must retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (OHP 1999:71).

Assembly Bill 52

See Section XVII, *Tribal Cultural Resources*, Regulatory Section.

California Health and Safety Code

Human remains are protected under Sections 7050.5 and 7052 of the California Health and Safety Code. If human remains are uncovered in a location other than a dedicated cemetery, no excavation or disturbance is permitted until the county coroner has determined that:

- (1) the remains are not subject to any investigation as to the circumstances, manner, and cause of any death; and
- (2) recommendations for the treatment and disposition of the human remains have been made to the person responsible.

If the coroner has reason to believe that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) within 24 hours.

California Public Resources Code

Per PRC Section 5097.9, if the NAHC receives notification of a discovery of Native American human remains from a county coroner, it shall immediately notify the person(s) it believes to be most likely descended from the deceased Native American, the Most Likely Descendant (MLD). The MLD would have 48 hours to complete a site inspection and make recommendations after being granted access to the site. PRC Section 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains.

Upon any discovery of Native American remains, the County must ensure that the immediate vicinity is not damaged or disturbed by further project activity until consultation with the MLD has taken place, as prescribed by the Public Resources Code. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment may be discussed.

The PRC 5097.5 affirms that no person shall willingly or knowingly excavate, remove, or otherwise destroy a vertebrate paleontological site or paleontological feature without the express permission of the overseeing public land agency. It further states under Code 30244 that any development that would adversely impact paleontological resources shall require reasonable mitigation. These regulations apply to projects located on land owned by or under the jurisdiction of the state or any city, county, district, or other public agency (Cal. Pub. Res. Code § 5097.5). The importance of paleontological resources is based on their scientific and educational value. The Society of Vertebrate Paleontology (SVP) identifies vertebrate fossils, their taphonomic and associated environmental data, and fossiliferous deposits as scientifically significant nonrenewable paleontological resources (SVP, 2010). Botanical and invertebrate fossils and assemblages may also be significant. Absent specific agency guidelines, most professional paleontologists in California adhere to guidelines set forth in "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources" (SVP, 2010). These categories include high, undetermined, low, and no potential.

Local

The Los Angeles County Historical Landmarks and Records Commission (Commission) considers and recommends to the Board of Supervisors local historical landmarks defined to be worthy of registration by the state of California, either as California Historical Landmarks or as Points of Historical Interest. The Commission also may comment for the Board on applications

relating to the NRHP. The Commission also is charged with fostering and promoting the preservation of historical records. In its capacity as the memorial plaque review committee of the County of Los Angeles, the Commission screens applications for donations of historical memorial plaques and recommends to the Board plaques worthy of installation as County property.

Impact Analysis:

a. CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. No historical resources have been identified in the cultural resources study area. The project is not anticipated to impact any historical resources. However, it is possible that previously unknown historical resources could be discovered and damaged or destroyed during ground disturbing work, which would constitute a significant impact absent mitigation.

Mitigation Measure. Implementation of Mitigation Measure CR-1 would evaluate and protect unanticipated discoveries of historical resources thereby reducing this impact to less than significant.

CR-1 Management of Unanticipated Historical Resources or Unique Archaeological Resources. If unrecorded archaeological resources (e.g., midden, unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) are encountered during construction activity, all ground-disturbing activities will be restricted within a 100-foot radius of the find or a distance determined by a qualified professional archaeologist to be appropriate based on the potential for disturbance of additional cultural resource materials. A qualified archaeologist will identify the materials, determine their potential to meet the state CEQA Guidelines Section 15064.5 definition of a significant cultural resource, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to, no action (i.e., resources determined not to be significant); avoidance of the resource through changes in construction methods or project design; or implementation of a program of testing and data recovery, in accordance with applicable state requirements and/or in consultation with affiliated Native American tribes.

b. CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. No unique archaeological resources have been identified in the cultural resources study area. The project is not anticipated to disturb native soils and would likely not impact any unique archaeological resources. However, it is possible that previously unknown buried archaeological resources could be discovered and damaged or destroyed during ground disturbing work, which would constitute a significant impact absent mitigation.

Mitigation Measure. Implementation of Mitigation Measure CR-1 described above would evaluate and protect unanticipated discoveries of unique archaeological resources, thereby reducing this impact to less than significant.

c. DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The project is not anticipated to impact unique paleontological resources or sites, or unique geologic features. However, there is a possibility that previously unknown paleontological resources or unique geologic features could be discovered and damaged or destroyed during ground disturbance, which would constitute a significant impact absent mitigation.

Mitigation Measure. Implementation of Mitigation Measures PALEO-1 and PALEO-2 would identify and protect unanticipated discoveries of unique paleontological resources or unique geologic features, thereby reducing this impact to less than significant.

PALEO-1 Monitoring for Paleontological Resources. The County of Los Angeles, Department of Public Works (County) shall secure the services of a project paleontologist. The project paleontologist shall have knowledge of local paleontology and the minimum level of experience and expertise as defined by the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The project paleontologist shall supervise a paleontological resources monitor who meets Society of Vertebrate Paleontology (2010) qualifications who shall be available on an on-call basis for all ground disturbing activities within soils at or below a depth of five feet below ground surface. When a monitor is needed, the monitor will fill out daily monitoring forms. The project paleontologist will prepare a summary monitoring report. Monitoring will include the testing of sediment samples for microvertebrate fossils. The project paleontologist will seek authorization from the County to increase or decrease the monitoring effort should the monitoring results indicate that a change is warranted. In the event that unanticipated discoveries are made, Mitigation Measure PALEO-2 will be implemented. At the end of monitoring and sediment sample processing, the project paleontologist will identify the significant fossils, if any, recovered, and prepare a summary monitoring report. Monitoring will include the testing of sediment samples for microvertebrate fossils, and specifically collecting and processing a 15-gallon sample of sediments from the lowest level of the excavation. Once the 15-gallon sample is taken and processed and no paleontological resources have been seen in the monitoring, the paleontological monitoring may cease.

PALEO-2 Management of Unanticipated Paleontological Resources or Unique Geologic Features. In the event that unanticipated paleontological resources or unique geologic resources are encountered during ground disturbing activities, work must cease within 50 feet of the discovery and a paleontologist shall assess the scientific significance of the find. The County of Los Angeles, Department of Public Works and the paleontologist shall prepare a paleontological treatment and monitoring plan to include the methods that will be used to protect paleontological resources that may exist within the project sites, as well as procedures for fossil preparation, identification, reporting, and curation.

d. DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. There is no indication that human remains are present within the project area. Background archival research failed to find any potential for human remains (e.g., existence of formal cemeteries). However, it is possible that previously unknown human remains could be discovered and damaged or destroyed during ground disturbance, which would constitute a significant impact absent mitigation.

Mitigation Measure. Implementation of Mitigation Measure CR-2, which requires evaluation, protection, and appropriate disposition of human remains, would reduce this impact to less than significant.

CR-2 Management of Unanticipated Human Remains. In accordance with the California Health and Safety and Public Resources Codes (PRC), if human remains are uncovered during ground-disturbing activities, the contractor and/or the County of Los Angeles, Department of Public Works will immediately halt potentially damaging excavation in the area of the burial and notify the county coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (California Health and Safety Code, Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code, Section 7050[c]). Following the coroner's findings, the property owner, the contractor or project proponent, an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.9.

Upon the discovery of Native American remains, the County will ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD will have 48 hours after being granted access to the site to complete a site inspection and make recommendations. A range of possible treatments for the remains may be discussed, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. PRC Section 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains.

The County will employ the following site protection measures:

- (1) record the site with the NAHC or the appropriate Information Center,
- (2) use an open-space or conservation zoning designation or easement, and
- (3) record a document with the county in which the property is located.

If the NAHC is unable to identify a MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site, the County

or its authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The County or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the County.

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 geologic units 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Environmental Setting

Regional and Local Geology

The project area is located along the western edge of the Los Angeles Basin, which is at the northwestern end of the Peninsular Ranges geomorphic province of Southern California. The Peninsular Range geomorphic province is approximately 900 miles long extending from the Transverse Ranges southward to the southern tip of Baja California and varies in width from approximately 30 to 100 miles (Norris & Webb, 1976). The Los Angeles basin formed as a large synclinal basin in which sediment from the sea and rivers accumulated, building up in thick layers; the basin was then subsequently deformed by the oblique convergence between the Pacific and North American plates in the early Pliocene. The tectonic compression and deformation resulted in the formation of numerous folds, faults, and hills within the basin. The USGS divides the Los Angeles Basin into four crustal blocks by significant faults: designated the southwestern, northwestern, central and northeastern blocks. The project is located on the southwestern block, which is bounded by the Pacific Ocean on the west to southwest, the Newport-Inglewood Fault Zone on the east and northeast, and the Santa Monica Fault Zone on the north. Dominant features of the southwestern block include several sets of significant anticlinal hills, the Palos Verdes, Dominguez, Signal, and Baldwin Hills, that serve as important oil and natural gas traps.

Alamitos Bay is an inlet of the Pacific Ocean, located adjacent to and just north of the San Gabriel River and is separated from the Pacific Ocean by the Long Beach Peninsula. Dredging of the bay

in the 1950's created the current configuration of waterways around Naples Island (Ninyo & Moore, 2007). Previous geotechnical investigations in the project area indicate that the subsurface material in the project area consists primarily of sand, silty sand, and sandy silt with intervening thin layers of silt and clayey units (LACDPW, 2013, URS, 2016).

Soils

Soils within the project area reflect the underlying rock type, the extent of weathering of the rock, the degree of slope, and the degree of human modification. Potential hazards/impacts from soils include erosion, shrink-swell (expansive soils), and corrosion. The project is located along the shoreline of Alamitos Bay and is primarily covered by artificial fill, beach sand, and marine sediments. The National Resource Conservation Service (NRCS) Web Soil Survey was reviewed to identify soil units and characteristics underlying the project area (NRCS, 2018). The project area is entirely underlain by soils that are classified as Urban Land-Abaft complex, 0 to 5 percent slopes (NRCS, 2018). Urban land is described by the NRCS as a miscellaneous area that has little or no natural soil material and supports little to no vegetation. The Abaft component of this complex typically consists of sand and loamy sand and is found on beaches or dunes; the parent material is comprised of sandy alluvium or aeolian sands (NRCS, 2018).

Potential soil erosion hazards vary depending on the use, conditions, and textures of the soils. The properties of soil which influence erosion by rainfall and runoff are ones that affect the infiltration capacity of a soil, and those which affect the resistance of a soil to detachment and being carried away by falling or flowing water. Additionally, soils on steeper slopes would be more susceptible to erosion due to the effects of increased surface flow (runoff) on slopes where there is little time for water to infiltrate before runoff occurs. Soils containing high percentages of fine sands and silt and that are low in density, are generally the most erodible. As the clay and organic matter content of these soils increases, the potential for erosion decreases. Clays act as a binder to soil particles, thus reducing the potential for erosion. The Urban Land-Abaft complex, 0 to 5 percent slope is noted by the NRCS as having high potential for wind erosion and low potential for erosion by water (NRCS, 2018).

Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Changes in soil moisture could result from a number of factors, including rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soils are typically very fine grained with a high to very high percentage of clay. Soils with moderate to high shrink-swell potential would be classified as expansive soils. The Urban Land-Abaft complex, 0 to 5 percent slope is noted by the NRCS as having low potential for expansion (NRCS, 2018).

Slope Stability

Important factors that affect the slope stability of an area include the steepness of the slope, the relative strength of the underlying rock material, and the thickness and cohesion of the overlying colluvium and alluvium. The steeper the slope and/or the less strong the rock, the more likely the area is susceptible to landslides. The steeper the slope and the thicker the colluvium, the more likely the area is susceptible to debris flows. Another indication of unstable slopes is the presence of old or recent landslides or debris flows. The project is located on gently sloping to flat land along the Alamitos Bay shoreline and no known landslides are mapped in the vicinity. Additionally, the project site is not located in an (areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required) as mapped by the California Geological Survey (CGS) for the Long Beach Quadrangle Seismic Hazard Zone Map (CGS, 1999a).

Seismicity

The seismicity of the project area is dominated by the north-northwest trending onshore and offshore Continental Borderland faults and the San Andreas Fault zone system and the east-west trending Transverse Ranges fault system. These systems are responding to strain produced by the relative motions of the Pacific and North American Tectonic Plates. This strain is relieved by primarily right-lateral strike-slip faulting on the Continental Borderland and San Andreas related faults, and by vertical, reverse-slip or left-lateral strike-slip displacement on faults in the Transverse Ranges. Deformation and effects from this seismic strain and faulting in the Los Angeles basin area includes mountain building; basin development; deformation of Quaternary marine terraces; widespread regional uplift and folding; and generation of earthquakes. The Long Beach area and surrounding offshore and inland areas contain faults of varying ages and activity. These faults can be classified as historically active, active, potentially active, or inactive, based on the following criteria (CGS, 1999b):

- Faults that have generated earthquakes accompanied by surface rupture during historic time (approximately the last 200 years) and faults that exhibit aseismic fault creep are defined as Historically Active.
- Faults that show geologic evidence of movement within Holocene time (approximately the last 11,000 years) are defined as Active.
- Faults that show geologic evidence of movement during the Quaternary (approximately the last 1.6 million years) are defined as Potentially Active.
- Faults that show direct geologic evidence of inactivity during all of Quaternary time or longer are classified as Inactive.

Although it is difficult to quantify the probability that an earthquake will occur on a specific fault, this classification is based on the assumption that if a fault has moved during the Holocene epoch, it is likely to produce earthquakes in the future. The project area will be subject to ground shaking associated with earthquakes on faults of the Continental Borderland, San Andreas, and Transverse Ranges fault systems. This combination of translational and compressional stresses gives rise to diffuse seismicity across the region. Active faults of the Continental Borderland and San Andreas system are predominantly strike-slip faults accommodating translational movement, although some of the faults also have some dip-slip components. Active faults of the Transverse Ranges fault system consist primarily of blind, reverse, and thrust faults accommodating tectonic compressional stresses in the region and include the blind thrust faults responsible for the 1987 Whittier Narrows and 1994 Northridge Earthquakes. Blind thrust faults do not intersect the ground surface, and thus they are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are seismogenic structures and thus the activity classification of these faults is predominantly based on historic earthquakes and microseismic activity along the fault. Blind thrust faults have no surface expression and have been located using subsurface geologic and geophysical methods.

Since periodic earthquakes accompanied by ground shaking and/or surface displacement can be expected to continue in the study area through the lifetime of the project, the effects of strong ground shaking, and fault rupture are of primary concern to safe and reliable operation of the project. Active and potentially active faults within 50 miles of the project that are significant potential seismic sources relative to the project are presented in Table 3-3 (Significant Active and Potentially Active Faults within 50 miles of the Project).

Table 3-3. Significant Active and Potentially Active Faults within 50 miles of the Project

Fault Name	Distance to Project (miles) ¹	Estimated Max, Earthquake Magnitude ^{2,3}	Fault Type and Dip Direction ¹
Newport-Inglewood	1.2	7.2-7.5	Right Lateral Strike Slip, 90°
Palos Verdes	6.9	7.3-7.7	Right Lateral Strike Slip, 90°
Puente Hills Blind Thrust	10.7	6.7-7.0	Blind Thrust, 26-28° N
Newport-Inglewood Offshore	16.7	7.0	Right Lateral Strike Slip, 90°
Elsinore	17.0	7.0-7.8	Right Lateral Strike Slip, 90°
Elysian Park (Upper) Blind Thrust	21.2	6.7	Blind Thrust, 50° NE
Raymond	25.1	6.8	Left Lateral Strike Slip, 75° N
Hollywood	25.9	6.7	Left Lateral Strike Slip, 70-90° N
Santa Monica	26.0	6.6-7.4	Reverse, 30-70° N
Chino	28.3	6.8	Right Lateral Strike Slip, 50-65° SW
Sierra Madre	29.3	7.2	Reverse, 53° N
Anacapa-Dume	30.4	7.2	Thrust, 41-45° N
Cucamonga	34.5	6.7	Thrust, 45° N
Coronado Bank	34.9	7.4	Right Lateral Strike Slip, 90°
Santa Susana	44.2	6.9	Reverse, 55° N
San Jacinto	49.4	7.0-7.8	Right Lateral Strike Slip, 90°
San Andreas	49.7	7.3-8.0	Right Lateral Strike Slip, 90°
Simi-Santa Rosa	49.9	6.9	Oblique Left Lateral, 10-90° N

Notes:

1. Fault distances and parameters obtained from USGS 2008 National Seismic Hazard Maps – Fault Parameters website (USGS, 2018a) and USGS GIS Quaternary fault data (USGS and CGS, 2006).
2. Maximum Earthquake Magnitude – the maximum earthquake that appears capable of occurring under the presently known tectonic framework, magnitude listed is “Ellsworth-B” magnitude from USGS OF08-1128 (Documentation for the 2008 Update of the United States National Seismic Hazard Maps) unless otherwise noted.
3. Range of Magnitudes represents varying potential rupture scenarios with single or multiple segments rupturing in various combinations.

Fault Rupture

Fault rupture is the surface displacement that occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture and displacement almost always follows preexisting faults, which are zones of weakness, however, not all earthquakes result in surface rupture (i.e., earthquakes that occur on blind thrusts do not result in surface fault rupture). Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. In addition to damage caused by ground shaking from an earthquake, fault rupture is damaging to buildings and other structures due to the differential displacement and deformation of the ground surface that occurs from the fault offset, leading to damage or collapse of structures across this zone.

Although there are several active and potentially active faults in the region, including the Newport -Inglewood fault zone located 1.2 miles north of the project, no known active or potentially active faults cross project components.

Ground Shaking

An earthquake is classified by the amount of energy released, which traditionally has been quantified using the Richter scale. Recently, seismologists have begun using a Moment Magnitude (M) scale because it provides a more accurate measurement of the size of major and

great earthquakes. For earthquakes of less than M 7.0, the Moment and Richter Magnitude scales are nearly identical. For earthquake magnitudes greater than M 7.0, readings on the Moment Magnitude scale are slightly greater than a corresponding Richter Magnitude.

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the project area. Earthquakes occurring on faults closest to the project area would most likely generate the largest ground motion. The intensity of earthquake induced ground motions can be described using peak site accelerations, represented as a fraction of the acceleration of gravity (g). Peak ground acceleration is the maximum acceleration experienced by a particle on the Earth's surface during the course of an earthquake, and the units of acceleration are most commonly measured in terms of fractions of g, the acceleration due to gravity (980 cm/sec²).

The CGS Probabilistic Seismic Hazards Ground Motion Interpolator website, using data from the CGS/USGS 2008 Probabilistic Seismic Hazard Assessment (PSHA) Maps was used to estimate peak ground accelerations (PGAs) with a 2 percent probability of exceedance in 50 years for the project site, which was approximately 0.632 g (CGS, 2018). The seismic hazard analysis conducted for the project site by URS in 2016 used a similar PGA value for their analysis of 0.669 g (URS, 2016). Peak ground accelerations with a 2 percent probability of exceedance in 50 years correspond to a return interval of 2,475 years for a maximum considered earthquake.

A review of historic earthquake activity from 1900 to 2018 indicates that 4 earthquakes of magnitude M 6.0 or greater have occurred within 50 miles (80 kilometers) of the project (USGS, 2018b). This includes the 1933 M 6.4 Long Beach Earthquake located approximately 3.7 miles south of the project along the Newport-Inglewood fault zone. This earthquake caused considerable damage (more than \$50 million in 1933 dollars), destroyed several schools, and resulted in 120 deaths. This earthquake led to the passage of the Field Act, which gave the state Division of Architecture authority and responsibility for approving design and supervising construction of public schools and building codes were also improved (SCEDC, 2018).

Liquefaction

Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects (Youd and Perkins, 1978). In addition, densification of the soil resulting in vertical settlement of the ground can also occur.

To determine liquefaction susceptibility of a region, three major factors must be analyzed. These include: (a) the density and textural characteristics of the alluvial sediments; (b) the intensity and duration of ground shaking; and (c) the depth to groundwater. Based on the geotechnical investigation for the project site, groundwater is assumed to be at elevation +5 MSL (mean sea level) and liquefaction analysis indicates that the upper 35 feet of sediments are liquefiable (LACDPW, 2013). The seismic hazard analysis by URS for the project site indicates potential lateral displacements of 3 to 8 feet and subsidence of 1 to 2 feet due to seismic shaking (URS, 2016). Additionally, according to the state of California, Seismic Hazard Zone, Long Beach Quadrangle Seismic Hazard Zone map (CGS, 1999a), the project site lies within a Liquefaction Zone (areas where historic occurrence of liquefaction, or local geological, geotechnical and

groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required).

Regulatory Setting

Federal

The Federal Emergency Management Agency (FEMA) is responsible for providing aid in the event of an earthquake that results in significant damage. The National Earthquake Hazards Reduction Program is a nationwide program designed to reduce the risk to lives and property resulting from earthquakes in the United States. It is managed as a collaborative effort between FEMA, the National Institute of Hazards and Technology, the National Science Foundation, and the United States Geological Survey (USGS).

State of California

The state of California has established a variety of regulations and requirements related to seismic safety and structural integrity, including the California Building Code, the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act.

California Building Code. The California Building Code (CBC) is included in Title 24 of the California Code of Regulations and is a portion of the California Building Standards Code. The CBC incorporates the Uniform Building Code (now International Building Code), a widely adopted model building code in the United States. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls and site demolition. It also regulates grading activities, including drainage and erosion control.

Alquist-Priolo Earthquake Fault Zoning Act. This Act (Alquist-Priolo Act) was passed to mitigate the hazard of surface faulting associated with surface fault rupture to structures for human occupancy. It prohibits the location of structures designed for human occupancy across active faults and regulates construction within fault zones. The law requires the state of California to establish regulatory zones around surface traces of active faults and to issue the appropriate maps. It also requires a geologic investigation in the event of new construction, to ensure that it would not be located on a fault zone.

The Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act addresses seismic hazards such as strong ground shaking, soil liquefaction, and earthquake-related landslides. This act requires the state of California to identify and map areas that are at risk for these (and related) hazards. Cities and counties are also required to regulate development in the mapped seismic hazard zones. The primary method of regulating construction in these areas is through the permit process, and a permit cannot be issued until a geological investigation is completed.

Local

City of Long Beach Building Standards Code. The 2017 City of Long Beach Building Standards Code contains amendments to the CBC including more restrictive building codes based on local geologic and topographic conditions.

Impact Analysis:

EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

- a-i. RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.**

NO IMPACT. The nearest active or potentially active fault is the Alquist-Priolo earthquake fault zoned Newport-Inglewood fault, located 1.2 miles northeast of the project site. Therefore, the project would have no impact from rupture of a known earthquake fault.

- a-ii. STRONG SEISMIC GROUND SHAKING?**

LESS THAN SIGNIFICANT IMPACT. The project would be subject to ground shaking from a large earthquake on any of the major faults in the region. Strong ground shaking should be expected in the event of an earthquake on the faults near the project, with estimated maximum PGAs of approximately 0.63 to 0.67 for a 2 percent probability of exceedance in 50 years. While the shaking would be less severe from small earthquakes or earthquakes that originate farther from the project site, the effects from nearby or regional earthquakes could be damaging to project structures. However, project would be designed and constructed based in accordance with all applicable federal, state, and local codes relative to seismic criteria. Therefore, the project would have a less than significant impact with regard to seismic ground shaking.

- a-iii. SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?**

LESS THAN SIGNIFICANT IMPACT. The project is located in an area designated as a liquefaction hazard zone by the CGS (CGS, 1999a). Additionally, prior geotechnical investigation and seismic hazard analysis for the site indicate that the geologic materials down to 35 feet bgs are liquefiable and that the site may be susceptible to 3 to 8 feet of lateral displacement and 1 to 2 feet of subsidence due to seismically induced ground shaking (LACDPD, 2013; URS, 2016). However, the project would be designed and constructed based in accordance with all applicable federal, state, and local codes relative to seismic criteria. Therefore, the project would have a less than significant impact from seismic-related ground failure.

- a-iv. LANDSLIDES?**

NO IMPACT. The project site is located on flat to gently sloping terrane and is not located in a CGS designated earthquake induced landslide zone (CGS, 1999a). Therefore, there would be no impact from earthquake induced landslides.

- b. RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?**

LESS THAN SIGNIFICANT IMPACT. Construction activities associated with the removal and replacement of the discharge pipes, supports, and deck would occur at the beach and within the nearshore area of Alamitos Bay. Additionally, the project site would be accessed via a temporary construction easement between the pump station and the Long Beach Sailing Center. Excavated materials would be transported across Ocean Boulevard to a temporary stockpile location. The proposed modifications at the pump station are not anticipated to expose soils. The soils materials in the project area consist primarily of beach

sand which are naturally susceptible to erosion. The Urban Land-Abaft soil complex mapped in the project area by the NRCS is also susceptible to wind erosion (NRCS, 2018). Project design features to prevent erosion and mobilization of onsite soils are outlined in Section 2.5 – Project Design Features, and would include fugitive dust control measures, sediment and erosion control BMPs as required by the Los Angeles County Department of Public Works Construction Site BMPs Manual. Therefore, the project would have a less than significant erosion or topsoil loss impact with the implementation of these identified design features.

- c. **BE LOCATED ON GEOLOGIC UNITS 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 discussed in Impact VI(a)(iv), the project site and surrounding area is relatively flat and does not contain slopes that would be subject to landslides. Additionally, the project would not increase the risk of landslide on- or off-site. No impact from landslides would occur.

The project site is subject to liquefaction, as discussed in Impact VI(a)(iii) and would also be susceptible to seismically induced lateral displacement and subsidence. However, the project would be constructed in accordance with all applicable federal, state, and local codes relative to liquefaction and seismic criteria. Therefore, impacts from liquefaction, lateral spreading, or subsidence would be less than significant.

- d. **BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?**

NO IMPACT. The project area is underlain by geologic materials comprised primarily of sand and silty sand and soils identified as Urban Land-Abaft complex which consist primarily of sand and loamy sand with low expansion potential. Therefore, expansive soils would have no impact on the project.

- e. **HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?**

NO IMPACT. The project does not include the construction of septic tanks or wastewater disposal systems. Therefore, the project would have no impact with regard to wastewater disposal systems.

VII. GREENHOUSE GAS EMISSIONS**Would the project:**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purposes of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

While climate change has been a concern since at least 1998, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), efforts devoted to greenhouse gas (GHG) emissions reduction, and climate change research and policy have increased dramatically in recent years.

Global climate change (GCC) is expressed as changes in the average weather of the Earth, as measured by change in wind patterns, storms, precipitation, and temperature. Much scientific research has indicated that the human-related emissions of GHGs above natural levels are likely a significant contributor to GCC.

Because the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous indirect effects on the environment and humans, the area of influence for GHG impacts associated with the project would be global. However, those cumulative global impacts would be manifested as impacts on resources and ecosystems in California.

Greenhouse gases are gases that trap heat in the atmosphere and are emitted by natural processes and human activities. Examples of GHGs that are produced both by natural processes and by industry include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHGs in the atmosphere regulates the earth's temperature. GHGs have varying amounts of global warming potential (GWP). The GWP is the ability of a gas or aerosol to trap heat in the atmosphere. By convention, CO₂ is assigned a GWP of 1. In comparison, CH₄ per the IPCC's Fourth Assessment Report has a GWP of 25, which means that it has a global warming effect 25 times greater than CO₂ on an equal-mass basis. To account for their GWP, GHG emissions are often reported as CO₂e (CO₂ equivalent). The CO₂e for a source is calculated by multiplying each GHG emission by its GWP, and then adding the results together to produce a single, combined emission rate representing all GHGs.

All levels of government have some responsibility for the protection of air quality, and each level (federal, state, and regional/local) has specific responsibilities relating to air quality regulation. Regulation of GHGs is a relatively new component of air quality. Several legislative actions have been adopted to regulate GHGs on a federal, state, and local level. There are a few state and local greenhouse gas emissions reduction goals and policies that may apply to the project's construction; however, there are no federal, state, or local GHG emissions regulations that directly apply to the project's construction and operation.

Impact Analysis:

a. GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

LESS THAN SIGNIFICANT IMPACT. The project would generate GHG emissions through construction activities. The period of construction would be short-term, and construction-phase GHG emissions would occur directly from the diesel fueled off-road heavy-duty equipment, the diesel and gasoline fueled on-road motor vehicles, and the gasoline fueled outboard marine engines needed to complete the project construction activities. The indirect emission from electricity (for water pumping while the cofferdam is in place) and water use (fugitive dust control) during construction cannot be estimated based on available project information but are expected to be minimal in comparison with the direct project emissions. The operation and maintenance requirements do not change from existing conditions, so there is no increase in the small amount of existing operation direct or indirect GHG emissions.

The project's conservatively estimated amortized annual emissions are summarized in Table 3-4. The SCAQMD has established a GHG significance threshold of 10,000 metric tons per year (SCAQMD, 2015). Appendix B includes the GHG emissions estimate calculations and assumptions for project construction.

Table 3-4. Greenhouse Gas Emissions	
Construction Emissions Source	GHG Emissions (Metric Tons CO₂)
Amortized Annual Construction Emissions ¹	7.4
SCAQMD GHG Emissions Significance Threshold ²	10,000 (as CO _{2e})
Exceeds Thresholds?	No
Source: Appendix B; SCAQMD, 2015	
¹ . Amortized emissions are the total construction emissions divided over the project life (30 years for industrial projects per SCAQMD guidance).	
² . The SCAQMD Significance Threshold is provided in terms of (CO _{2e}), which is essentially the same as CO ₂ emissions for the gasoline and diesel engine direct emission source types included in this estimate.	

Table 3-4 shows that the project's construction would have GHG emissions that are well below the significance criteria; therefore, the project would have less than significant GHG emissions impacts.

b. CONFLICT WITH ANY APPLICABLE PLAN, POLICY OR REGULATION OF AN AGENCY ADOPTED FOR THE PURPOSES OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

LESS THAN SIGNIFICANT IMPACT. Climate change is a global phenomenon, and the regulatory background and scientific data are changing rapidly. In 2016, the California state legislature adopted Senate Bill (SB) 32, which furthers the GHG emissions reductions goals started by Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. The 2017 Climate Change Scoping Plan (CARB, 2017), prepared to address SB 32, provides new and updated strategies to meet the state's GHG emissions reduction goal of 40 percent below 1990 GHG emission levels by 2030.

AB 32 describes how global climate change would affect the environment in California. The impacts described in AB 32 include changing sea levels, changes in snow pack and availability of potable water, changes in storm flows and flood inundation zones, and other impacts. The Alamos Bay Pump Station's purpose is flood control. Therefore, the purpose of this project,

to replace and upgrade aging facilities to increase system reliability during flood control events, addresses one of the effects of climate change.

The project would temporarily generate a small amount of GHG emissions from off-road equipment uses and on-road vehicle trips during project construction. Operation GHG emissions would not change from existing conditions. The project does not include emissions sources that would be subject to federal and state mandatory GHG emissions reporting regulations. Additionally, the project's GHG sources and GHG emissions would not trigger regulatory action under the federal 40 CFR Part 52 (Federal Prevention of Significant Deterioration permitting for GHG emissions) or trigger the state Cap-and-Trade regulations.

The Office of the California Attorney General maintains a website that addresses mitigation for greenhouse gases (OAG, 2018). This website provides links to documents that list potential CEQA mitigation measures for global climate change impacts. These documents tend to focus on the discussion of measures that are recommended to be added to planning documents, rather than the identification of measures that would be applicable to specific types of development projects. From these documents, and other state and local plans, the specific regulations, policies, plans, and associated GHG emissions reduction measures that could be relevant to the project have been identified and listed below in Table 3-5 (Project Consistency with Applicable Regulations, Plans, Policies and Emissions Reduction Strategies for GHG Emissions). This table identifies the applicability and how the project would comply with each of the potentially applicable GHG regulations, plans, policies, and emissions reduction strategies.

Table 3-5. Project Consistency with Applicable Regulations, Plans, Policies and Emissions Reduction Strategies for GHG Emissions		
Adopted Plan, Policy, or Regulation	Consistency Determination	Project Consistency
State		
Title 24. California Energy Efficiency Standards for Residential and Non-Residential Buildings.	Potentially Applicable and Consistent	Where applicable, the construction activities within the pump station would be designed to meet or exceed any applicable Title 24 requirements.
SB 32. 2017 Climate Action Plan Emissions Reductions Strategies	Partially Applicable and Consistent	Almost all of the GHG emissions reductions strategies contained in this plan do not apply to this project, or like the California Vehicle Standards and Low Carbon Fuel Standard do not directly apply to the project, but the project would comply indirectly (by using compliant California vehicles and fuels). However, strategies related to waste reduction do apply, and the County of Los Angeles Department of Public Works has committed to recycling construction wastes to the extent feasible.
Local		
Unincorporated Los Angeles County Community Climate Action Plan	Not Directly Applicable Based on Project Location, but Consistent	The project would be designed to include all applicable and feasible actions listed in the County's Climate Action Plan. This includes complying with action LUT-9 (Idle Restriction Goal) that is also a CARB regulation, and through the recycling of construction wastes to the extent feasible.
Source: OPR, 2008; CAPCOA, 2009; County of Los Angeles 2015; CARB, 2017		

The City of Long Beach is currently working on a Climate Action and Adaptation Plan. However, that plan has not been published in draft or final form. The County of Los Angeles' Climate Action Plan has been addressed above in Table 3-5 (Project Consistency with

Applicable Regulations, Plans, Policies and Emissions Reduction Strategies for GHG Emissions) in order to address climate change policies and emissions reduction strategies that would be expected to be similar to those that would be included in the future City of Long Beach plan.

In summary, the project would conform to state and local GHG emissions reduction/climate change regulations and policies/strategies; therefore, the project would have less than significant impacts.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Environmental Setting

Land Use

Existing and past land use activities are commonly used as indicators of sites or areas where hazardous material storage and use may have occurred or where potential environmental contamination may exist. For example, many historic and current industrial sites have soil or groundwater contaminated by hazardous substances. Other hazardous materials sources include leaking underground tanks in commercial and rural areas, contaminated surface runoff from polluted sites, and contaminated groundwater plumes.

The project site is located within and along the shore of Alamitos Bay at the existing pier and pump station location. Land uses in the vicinity of the project consist of beach recreational areas, a public park, residential, boat docks and associate facilities, and commercial businesses along Ocean Boulevard and 2nd Street. No industrial facilities or gas stations are located within the immediate vicinity of the project.

Hazardous Materials

During construction, hazardous materials such as cleaning solvents, paints, adhesives, vehicle fuels, oil, hydraulic fluid, and other vehicle and equipment maintenance fluids would be used and stored in construction staging yards. Spills and leaks of hazardous materials during construction activities, such as vehicle fueling/servicing, could result in soil or groundwater contamination. As part of the project design features (Section 2.5, Project Design Features), spill kits would be available onsite for potential leaks of spills of hazardous materials.

A limited hazardous material survey, including sampling and testing of suspect materials, was conducted for the Alamitos Bay Pump Station Project in December 2015 to identify the presence of potentially hazardous materials including asbestos, lead based paint (LBP), and pressure treated wood that would potentially be impacted by the project (LACDPW, 2016). Asbestos containing materials (ACMs) are materials that contain asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, potential for exposure when ACMs become damaged to the extent that asbestos fibers become airborne and are inhaled. Asbestos is considered a hazardous material because when inhaled, the fibrous mineral strands embed in the lungs and have been known to cause development of lung cancer or mesothelioma. Asbestos was utilized routinely in many building materials until 1978. Seven samples were submitted for testing for asbestos with only one sample testing positive as ACM with 8 percent chrysotile, the gray roof mastic on the pump station roof.

LBP, which can result in lead poisoning when consumed or inhaled, was widely used prior to 1978, when the use of LBP was federally banned by the Consumer Product Safety Commission, to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance could result in hazardous exposure. Twelve paint samples were submitted for lead testing and lead was detected in several of the paint samples. However only one sample had levels that exceeded the 5,000ppm threshold to be defined as LBP, white paint on wood parapet trim on the pump station building.

Creosote has commonly been used as a preservative treatment for wood in outdoor structures to prevent rot, however creosote treated wood is classified as treated wood waste (TWW) and would be required to be disposed of in a RWQCB Approved Treated Wood Waste Landfill or a Class I hazardous waste landfill. The hazardous material survey concludes that based on the 1958 as-built plans for the Outfall Structure, the timber in the existing support piers and piles contains creosote and is therefore regulated under Title 22, CCR, Section 67386 "Alternative Management Standards for Treated Wood Waste (TWW)", requiring special disposal.

The hazardous material survey report by the LACDPW also presents conclusions and recommendations for treatment and removal of the LBP, ACM, and TWW at the project site and recommends additional testing of potential LBP and ACM in areas that had not been previously sampled (LACDPW, 2016).

Environmental Contamination

No Phase I Environmental Site Assessments have been or were conducted as part of this study. To collect information on the existing conditions in the study area, a search of regulatory agency databases, including the California State Water Resources Control Board (SWRCB) Geotracker, Department of Toxic Substance Control (DTSC) Envirostor, and aerial photographs, to verify land uses of concern, was performed. The agency databases identify sites with current or past hazardous waste concerns, such as the use and storage of chemicals, leaks and spills of

chemicals, and leaking underground storage tanks. This review was performed to note any issues related to use and storage of hazardous materials and identify any sites with known environmental contamination issues within the study area. Only one site was identified on the Geotracker website within 0.5-mile of the project site, identified as a former Texaco Service Station at 5470 2nd St. with a case closed leaking underground storage tank (LUST), located approximately 1650 feet north of the project site on Naples Island (SWRCB, 2018). The Envirostor website listed one site within 0.5-mile of the project site, the Naples Bayside Academy at 5537 The Toledo, listed as a no further action site that had previous lead and arsenic contaminated soil, located about 1050 feet north of the project on Naples Island (DTSC, 2018).

Schools

Although there are many public and private schools in Long Beach and in the Alamitos Bay vicinity, only two schools are identified within 0.25-mile of the project:

- The Bayshore Co-op Preschool at 5431 E Ocean Boulevard – located approximately 65 feet southwest of the project site, and
- Naples Elementary School at 5537 E The Toledo, located approximately 1,050 feet north of the project site across the Alamitos Bay.

Airports and Airstrips

There are 18 airports (includes public and private airports, airstrips, and heliports) within 10 miles of the project (AirNav, 2018). However, there are no airports within 2 miles of the project. The closest public use airport is the Long Beach Airport, located approximately 4.2 miles northeast of the project. The closest aviation facility is the Queen Mary Heliport located approximately 3.4 miles west of the project, and the closest private airstrip/airport is the Los Alamitos AAF Airport located about 5.2 miles NE of the project site (AirNav, 2018).

Wildfires and Fire Hazard Safety Zones

Wildland fires represent a substantial threat in the state, particularly during the hot, dry summer months. Wildland fires may be started by natural processes, primarily lightning, or by human activities. California law requires the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas (zones) based on the severity of fire hazard that is expected to prevail there. Consequently, CAL FIRE has established a fire hazard severity classification system to assess wildland fire potential. The fire hazard severity classification system identifies zones, depicted on CAL FIRE maps, which take into account potential fire intensity and speed, production and spread of embers, fuel loading, topography, and climate (e.g., temperature and the potential for strong winds) (CAL FIRE, 2018). The Alamitos Bay and Long Beach area is an urban area and is not included in a state or federal responsibility wildfire hazard zone on the CAL FIRE Fire Hazard Severity Zones Map for Los Angeles County (CAL FIRE, 2007). The project site is located within a City of Long Beach designated critical fire hazard area in the General Plan Public Safety Element (City of Long Beach, 1975), however, the project site is on a peninsula that is surrounded on three sides by water.

Regulatory Setting

Hazardous substances are defined by federal and state regulations to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be considered hazardous. Hazardous materials include toxic, ignitable, corrosive, reactive, and explosive substances. Toxic substances may cause short-term or long-lasting health effects. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances are hazardous because of their flammable properties. Gasoline and natural gas are examples of ignitable substances. Corrosive substances are chemically active and can damage other materials or cause severe

burns upon contact. Examples include strong acids and bases such as sulfuric (battery) acid or lye. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (which reacts violently with water) are examples of reactive materials.

Hazardous substances are defined in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 101(14), and also in the California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, Section 66261, which provides the following definition:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed.

Soil excavated from a site containing hazardous materials would be considered to be a hazardous waste if it exceeds specific CCR Title 22 criteria, or on federal lands, if it exceeded criteria defined in CERCLA or other relevant federal regulations. The Los Angeles Regional Water Quality Control Board (RWQCB) regulates groundwater dewatering. Groundwater that exceeds current state or federal water quality standards would need to be treated before disposal or collected to be disposed of at an approved facility. Groundwater and soil that exceed Title 22 or CERCLA criteria, and are classified as hazardous waste, would need to be disposed of at an appropriate treatment facility or disposal site. Even if soils or groundwater at a contaminated site do not have the characteristics required to be defined as hazardous wastes, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction.

Federal

The federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by HSWA.

CERCLA, including the Superfund program, was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

State

The California Environmental Protection Agency (Cal/EPA) was created in 1991, which unified California's environmental authority in a single cabinet-level agency and brought the CARB, SWRCB, RWQCBs, Integrated Waste Management Board (IWMB), DTSC, Office of

Environmental Health Hazard Assessment (OEHHA), and Department of Pesticide Regulation (DPR) under one agency. These agencies were placed within the Cal/EPA “umbrella” for the protection of human health and the environment and to ensure the coordinated deployment of state resources. Their mission is to restore, protect and enhance the environment, to ensure public health, environmental quality, and economic vitality.

The California Hazardous Waste Control Law (HWCL) is administered by Cal/EPA to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until the EPA approves the California program, both the state and federal laws apply in California. The HWCL lists 791 chemicals and about 300 common materials that may be hazardous; establishes criteria for identifying, packaging and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal and transportation; and identifies some wastes that cannot be disposed of in landfills.

DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, cleans-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337 340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

The Porter-Cologne Water Quality Act is a state law that provides a comprehensive water quality management system for the protection of California waters. The Act designates the SWRCB as the ultimate authority over state water rights and water quality policy and established nine RWQCBs to oversee water quality on a day-to-day basis at the local and regional levels. The RWQCBs have the responsibility of granting National Pollution Discharge Elimination System (NPDES) permits and waste discharge requirements (WDRs) for stormwater runoff from construction sites.

Local

Local agencies (e.g. county health departments and fire departments) regulate hazards and hazardous materials exercising their police powers under existing state regulations for the monitoring and enforcement of those regulations. The City of Long Beach Certified Unified Program Agency (CUPA) has been in effect since 1997 and combines the Fire Department and the Health Department programs related to hazardous materials management into one Agency function. The CUPA covers the following programs: Hazardous Waste Generator Inspection Program (Health), Hazardous Materials Inspection/Business Plan Program (Fire), California Accidental Risk Prevention (CalARP) Program (Health), Above-Ground Storage Tank Spill Prevention (Health/Fire), Underground Storage Tank (UST) Program/Above-Ground Storage Tank (AST) Program, and other soil only projects non-UST related.

Impact Analysis:

a. **CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?**

LESS THAN SIGNIFICANT IMPACT. Only small amounts of hazardous materials such as paints, vehicle fuels, oil, hydraulic fluid, and other vehicle and equipment maintenance fluids would be stored at the staging yard and in construction vehicles during project construction. Spills or releases of hazardous materials could occur due to improper handling and/or storage practices during construction activities potentially causing soil or groundwater contamination, or contamination of the adjacent Alamitos Bay. Leaks or spill while refueling of construction equipment onsite adjacent to Alamitos Bay could result in contamination of the bay. Operation of the project would not result in the transport of hazardous materials, either to or from the project site. Planned implementation of project design features (Section 2.5, Project Design Features) such as BMPs as outlined in the LACDPW Construction Site BMPs Manual, County DPW guideline, Contract Special provisions, the presence of spill kits onsite for cleanup of potential leaks and spill of hazardous materials, and compliance with all applicable federal, state, and local regulations regarding handling, storage, and disposal of hazardous materials and hazardous waste reduces the potential impacts related to hazardous material transport, use, and disposal. Therefore, the impacts would be reduced to less than significant.

b. **CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?**

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED. The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed in Impact VIII(a), construction activities may involve limited transport, storage, use, or disposal of some hazardous materials, such as on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. Project construction requires the demolition of portions of the pump station and existing outlet structure, and associated pier structures. Previous limited hazardous material testing (LACDPW, 2016) has indicated that the ACM, LBP, and creosote containing wood are known to exist within some of the project components to be demolished as part of the project, as identified in the 2016 LACDPW Hazardous Materials Survey report. These materials would require special handling and disposal as recommended in the report (LACDPW, 2016). The report also notes that not all areas with potential ACM and LBP were tested due to access issues and these materials should be tested prior to project demolition. If necessary, additional testing of these areas would occur prior to demolition. Implementation of the 2016 LACDPW Hazardous Materials Survey report recommendations and the following Mitigation Measure H-1 would ensure that impacts due to reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

Mitigation Measure. Implementation of Mitigation Measure H-1 would reduce construction related impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less-than-significant level.

H-1 Testing and Disposal of Suspected Asbestos Containing Material (ACM) and Lead Based Paint (LBP) Discovered during Demolition. Due to the inability to initially test all areas to be demolished due to access issues, areas of unidentified ACM

and LBP may be present. If suspected ACM or LBP materials are identified during demolition activities, work shall be stopped in this area and a licensed ACM/LBP abatement contractor shall be retained to conduct additional sampling and testing of this material. If ACMs or LBPs are detected, the licensed abatement contractor shall be retained to remove all additionally identified ACMs or LBPs in compliance with all applicable local, state, and federal regulations.

c. EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

LESS THAN SIGNIFICANT IMPACT. Although there are two schools located within 0.25-mile of the project site, the Bayshore Co-op Preschool located approximately 65 feet southwest of the project site and the Naples Elementary School located 1,050 feet north across the Alamitos Bay channel, the project would not use or handle any acutely hazardous materials. Additionally, implementation of planned Project Design Features, BMPs as outlined in the LACDPW Construction Site BMPs Manual, County DPW guidelines, Contract Special provisions, presence of onsite spill kits, and compliance with all applicable federal, state, and local regulations regarding handling, storage, and disposal of hazardous materials and hazardous waste would ensure that impacts related to handling, storage, and disposal of hazardous materials within 0.25-mile of existing schools are less than significant.

d. BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

NO IMPACT. The project is not a listed hazardous materials site pursuant to Government Code §65962.5 (Cortese List), and none of the proposed improvements to the existing site would cause the project site to be listed as a hazardous materials site. Thus, the project would have no impact because it would not cause a significant hazard to the public or the environment.

e. FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

NO IMPACT. The project is not located within two miles of a public airport or public use airport, or within an airport land use plan. The closest public use airport is the Long Beach Airport located 4.2 miles north of the project. Therefore, the project would not impact public airports.

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. The project is not within the vicinity of a private airstrip. A heliport, the Queen Mary Heliport, is located about 3.4 miles west of the project. No aviation safety impacts related to private airstrips or heliports are expected for people residing or working in the project area.

g. IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

LESS THAN SIGNIFICANT IMPACT. The project site is not included in an adopted emergency response plan or emergency evacuation plan of the City of Long Beach. However, Ocean Boulevard is identified as a Disaster Route on the County of Los Angeles General Plan Disaster Routes Map (County of Los Angeles, 2015). No temporary or permanent road closures would occur as part of the project and project-generated traffic during construction and operation would be minimal. Therefore, the project would not interfere with an adopted emergency response or evacuation. The impact would be less than significant.

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?

LESS THAN SIGNIFICANT IMPACT. The project site is not located within a state or federal responsibility wildfire hazard zone on the CAL FIRE Fire Hazard Severity Zones Map for Los Angeles County (CAL FIRE, 2007). The project site is located within a City of Long Beach designated critical fire hazard area in the General Plan Public Safety Element (City of Long Beach, 1975), however the project site is on a peninsula that is surrounded on three sides by water and no wildlands exist in the project vicinity. Implementation of the project design Feature (Section 2.5, Project Design Features) in which LACDPW would ensure all construction crews have fire-suppression equipment (such as fire extinguishers) on site to respond to the accidental ignition of a fire would further reduce any potential impacts due to fire to less than significant.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	<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 that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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. Cause inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Environmental Setting

The project is on the Southern California coast characterized by mild winters and cool summers with temperatures moderated by the nearby Pacific Ocean. Temperatures range from an average minimum of 45 degrees Fahrenheit in January to an average maximum of 81 degrees in August. Annual precipitation averages 12.7 inches with 85 percent falling between December and April (WRCC, 2018).

The site is located adjacent to Alamitos Bay on a strip of low, sandy ground about 1,000 feet wide separating the bay from the Pacific Ocean. There are no surface water drainage courses on the site. The site drains into Alamitos Bay.

Floodplains. The project is within FEMA Flood Zone AE, meaning it is within the 100-year floodplain. The estimated 100-year flood elevation is 9 feet above mean sea level (MSL) (FEMA, 2008). Ground elevations at the site are lower than 9 feet, meaning the site could be flooded during a 100-year flood. The site is also within the area identified by the California Emergency Management Agency as subject to the effects of tsunami (California Emergency Management Agency, 2009).

The project is within FEMA Flood Zone AE, meaning it is within the 100-year floodplain. The estimated 100-year flood elevation is 9 feet above mean sea level (MSL) (FEMA, 2008). Ground elevations at the site are approximately 6 feet, meaning the site could be flooded up to three feet in depth during a 100-year flood. The site is also within the area identified by the California Emergency Management Agency as subject to the effects of tsunami (California Emergency Management Agency, 2009). Sea level rise could add additional flood depth. According to the 2018 Ocean Protection Council's Sea Level Rise Guidance (CNRA, 2018), by the year 2100, the median sea level rise at this location would be 1.3 to 2.2 feet depending on greenhouse gas emissions, with a likely range of 0.7 to 3.2 feet. This likely rise in sea level would not be sufficient to put the adjacent ground at the pump station permanently under water but could add to the 100-year flood level depths approximately equivalent to the sea level rise. It would also have the effect of making the site inundation more frequent.

Water Quality. The project area is within the jurisdiction of the Los Angeles RWQCB. The RWQCB assesses surface water quality and, in conformance with the Federal Clean Water Act (CWA), prepares a list of waters (the 303(d) list of water quality limited segments) considered to be impaired. Impairment may result from point-source and non-point source pollutants. Alamitos Bay is listed by the RWQCB as impaired under Section 303(d) of the CWA (SWRCB, 2016) for indicator bacteria and dissolved oxygen.

Beneficial uses of water in Alamitos Bay include Industrial Service Supply, Navigation, Commercial and Sport Fishing, Estuarine Habitat, Marine Habitat, Wildlife Habitat, Rare, Threatened, or Endangered Species, Shellfish Harvesting, and Wetland Habitat (RWQCB, 2014).

Groundwater. The project is located within the Coastal Plain of Los Angeles County Groundwater Basin, West Coast Subbasin. The general regional groundwater flow pattern in this basin is southward and westward from the central coastal plain toward the ocean. Seawater intrusion has produced deterioration of water quality in parts of this basin, including the project area. The Alamitos Barrier Project has been constructed about two miles inland of the project site to protect the groundwater basin from seawater intrusion (LADPW, 2018). The nearest County groundwater well is approximately two miles inland from the project. As of 2007, the water surface in this well was 40 feet below the ground. Given an approximate ground elevation of 14 feet at the well site, the groundwater depth would be approximately -26 feet, MSL.

Regulatory Setting

Federal Clean Water Act (CWA). Section 303 of the CWA requires states to adopt water quality standards for all surface water of the United States. In 1972, the CWA was amended to provide that the discharge of pollutants to waters of the US from any point source is unlawful unless the discharge is in compliance with a NPDES permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial stormwater discharges, including discharges associated with construction activities, under the NPDES program. The SWRCB and the RWQCBs are responsible for ensuring implementation and compliance with the provisions of the federal CWA.

Discharges from point sources are covered under the Industrial General Permit administered by the RWQCB. Discharges from construction activity are covered under the California General

Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) described further below.

Section 401 of the CWA requires that any activity that may result in a discharge into waters of the United States be certified by the RWQCB. This certification ensures that the proposed activity not violate state and/or federal water quality standards.

Section 404 of the CWA authorizes the USACE to regulate the discharge of dredged or fill material to the waters of the United States and adjacent wetlands. Discharges to waters of the United States must be avoided where possible and minimized and mitigated where avoidance is not possible. Permits are issued by the USACE.

Section 303(d) of the CWA requires states to assess surface water quality and prepare a list of waters (the 303(d) list of water quality limited segments) considered to be impaired by not meeting water quality standards and not supporting their beneficial uses. Impairment may result from point-source pollutants or non-point source pollutants. The SWRCB, through its nine regional boards, assesses water quality and establishes Total Maximum Daily Load programs for streams, lakes and coastal waters that do not meet water quality standards.

Federal Emergency Management Agency. FEMA administers the National Flood Insurance Program, which subsidizes flood insurance to communities that limit development in floodplains. As part of this program, FEMA maps all United States areas that fall within a 100-year floodplain (i.e., areas with a greater than 1% annual probability of flooding).

Porter-Cologne Water Quality Control Act. SWRCB and the nine RWQCBs have state authority to regulate water quality under the Porter-Cologne Water Quality Control Act (Porter-Cologne) and CCR Title 27 Sections 22560 through 22565. The SWRCB and the RWQCBs have the authority under this act to regulate waste discharge to surface waters or land. In addition, the Porter-Cologne Act establishes a regulatory program to protect water quality and to protect beneficial uses of state waters.

Impact Analysis:

a. VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?

LESS THAN SIGNIFICANT IMPACT. Potential water pollutants could be generated including soil sediment and petroleum-based fuels or lubricants associated with equipment used during project construction. Project implementation would result in dredging and the use of other heavy equipment within Alamitos Bay. If not properly addressed, stormwater pollution and erosion may occur through disturbance of sediments, erosion, and spills of lubricants, fuel, and other materials used in construction, including trash, which could affect the water quality of the bay.

The Potential impacts to water quality would be minimized by constructing ~~on~~ in during the dry season and ~~the using~~ of a cofferdam to temporarily separate the construction area from the bay. Although the construction area is less than one acre and compliance with the Construction General Permit is not required, the Department of Public Works proposes similar measures to prevent and minimize water contamination which are described in Section 2.5 (Project Design Features), pages 9-10 of the Initial Study. Compliance with Sections 404 and 401 of the CWA would also require development and implementation of measures intended to mitigate adverse water quality effects. The project would not change the capacity for higher volume flows and

would not increase storm water discharges to the bay. Therefore, there would be no increase in flood-related contaminants. Less than significant impacts to water quality would occur.

The measures proposed by the County, together with compliance with applicable water quality regulations, which are intended to reduce water quality impacts, would ensure that any surface water contamination related to construction be minimal and not significant.

During operation, the project would function in the same way as the existing facility, meaning there would be no change in the potential for water contamination. Operations impacts would therefore be less than significant.

- 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)?**

NO IMPACT. The project would not use groundwater. Although some subsurface water could be removed during construction dewatering, it is likely to be subsurface water associated with the bay, which would return as soon as the cofferdam is removed. The availability of usable groundwater in the area of the project is doubtful due to seawater intrusion. No impact to groundwater would occur.

- 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 THAT WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFFSITE?**

LESS THAN SIGNIFICANT IMPACT. The project consists of the rehabilitation of an existing facility. The existing drainage pattern would be left as-is. Erosion-control BMPs (Section 2.5, Project Design Features) along with compliance with clean water regulations (Sections 404 and 401 of the Clean Water Act) would ensure that erosion and siltation are not significant issues. Impacts would be less than significant.

- 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 THAT WOULD RESULT IN FLOODING ON- OR OFFSITE?**

NO IMPACT. There are no existing drainage features on the site aside from Alamitos Bay, which would not be altered. Because the project consists of the rehabilitation of an existing facility, rainfall/runoff characteristics would not be altered. Further, the small size of the project, and the immediate proximity of the Pacific Ocean, into which the project would drain through Alamitos Bay, results in no possibility of the project increasing the flood potential. No impact would occur.

- 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?**

LESS THAN SIGNIFICANT IMPACT. As described under Impact IX(d) above, the project would not result in increased flooding or additional sources of runoff. Water quality impacts are described under Impact IX(a) above. The capacity of the existing pump station would not be changed. There would therefore be no addition of flood waters to Alamitos Bay. Impacts would be less than significant.

f. OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?

LESS THAN SIGNIFICANT IMPACT. Aside from the impacts described under Impact IX(a) above, the project has no feature that would degrade water quality. Being a pump station that discharges urban runoff to the bay, there is a potential for urban pollutants to enter the bay with the flood water. However, this is an existing condition that would not be changed by the rehabilitation project. Impacts would be less than significant.

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?

NO IMPACT. The project, though within the floodplain, does not involve the construction of housing. No impact would occur.

h. PLACE WITHIN A 100-YEAR FLOOD HAZARD AREA STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

LESS THAN SIGNIFICANT IMPACT. The project is the rehabilitation of an existing facility in the floodplain. The rehabilitated facility would have the same, or less, obstruction to flooding than the existing facility. Impacts would be less than significant.

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?

LESS THAN SIGNIFICANT IMPACT. The project is within a floodplain, though not downstream of a dam or protected by a levee. There is a small risk of loss, injury or death from flooding resulting from the facility, but this is an existing condition that would remain. Because this is an existing condition, it is not a new impact. Impacts would be less than significant.

j. CAUSE INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?

LESS THAN SIGNIFICANT IMPACT. The project is within a zone subject to tsunami. However, for the same reasons as described for Impact IX(i) above, this is not a new impact. This is an existing facility that is being rehabilitated. There is no increased risk of damage by tsunami. Impacts would be less than significant.

X. LAND USE PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion:

The project is located entirely within a Los Angeles County Flood Control District easement that is also within the City of Long Beach's coastal zone. The project site is designated as tidelands (City of Long Beach, 2011), and as such, the California Coastal Commission retains permanent coastal permit jurisdiction over proposed development at the project site (CCC, 2018). The project would require a coastal development permit (CDP) from the Coastal Commission. Furthermore, the project must demonstrate consistency with the City's General Plan, Local Coastal Program (LCP), and Zoning Regulations.

Impact Analysis:

a. PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

NO IMPACT. A community may be divided if a project were to introduce a physical barrier through that community. The project would replace and upgrade the Alamitos Bay Pump Station facilities at the existing pump station site, and none of the proposed structures would create a temporary or permanent barrier in the surrounding area. The project would also create a beneficial effect of replacing the above-ground discharge structure with buried discharge pipes, which would increase beach access at the project site. The project would not physically divide an established community.

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?

NO IMPACT. The project site is in a designated Open Space and Park District, which is zoned P (Park) (City of Long Beach, 1997, 2002, 2012). The project would not introduce a new land use, nor would it require a change in the land use designation or zoning at the project site. The project would be consistent with the City's General Plan and Zoning Regulations.

The project site is also located within the coastal zone and would require a CDP from the Coastal Commission. Prior to issuing a CDP, the Coastal Commission would consider the project's consistency with LCP policies. The Long Beach LCP delineates its planning area into geographic subareas, and the project site would be in the following subareas: (1) Area E, Naples and Alamitos Peninsula Communities; and (2) Long Beach Strand Segment 4 (City of

Long Beach, 1980). None of the project activities would conflict with LCP policies on transportation and access, housing, and park dedication. The project would be consistent with LCP Policies regarding shoreline access, recreation, and new development along the Long Beach Strand, as well as the policies identified in the LCP's Resource Management Plan (RMP) for Alamitos Bay. Table 3-6 provides an analysis of the project's consistency with the Long Beach LCP.

Table 3-6. Project Consistency with Applicable Long Beach LCP Policies	
Policy	Consistency Discussion
<i>General Strand Policies: Use and Access</i> General Recommendation 12: Replacement of existing lifeguard stations with new fixed or movable stands should be given lower priority because of expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.	The City has indicated that the lifeguard station to be removed by project activities is no longer required, and that the City would construct a new lifeguard station at another location. There would be no conflict with LCP recommendations for lifeguard stations.
<i>Naples Island and the Peninsula- Area E</i> Diking, Dredging, Filling and Shoreline Structures: This plan recommends the use of the Beach Erosion Program as a means of repairing erosion of the Peninsula beaches.	The project's construction contractor would implement BMPs listed in Initial Study Section 2.5 to ensure sediment and erosion control. There would be no conflict with LCP recommendations regarding erosion within Alamitos Bay.
<i>Resource Management Plan of the LCP</i> Alamitos Bay, Guideline 2(a), Water Quality: Where possible, surface water run-off should be diverted from the Bay to the ocean. Examples: (1) Seal off Cerritos Channel below Bouton Creek and divert the Los Angeles county Flood Control Channel to the San Gabriel River in the vicinity of Seventh Street; (2) Divert the storm drain by Leeway Sailing Club to the ocean.	The existing pump station protects water quality within Alamitos Bay by collecting surface water runoff. Any low flow/nuisance water during the dry season is directed from the pump pit to the City's waste water treatment system through the low flow diversion pump. The project would replace and upgrade the aging pump station facilities in order to increase system reliability. There would be no conflict with LCP guidelines for water quality in Alamitos Bay.

Source: City of Long Beach. 1980. City of Long Beach, California, Local Coastal Program. Certified by the California Coastal Commission July 22, 1980. Amended through January 1994. [online]: http://www.lbds.info/planning/advance_planning/general_plan.asp. Accessed May 16, 2018.

c. CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?

NO IMPACT. There are no adopted habitat conservation plans that apply to the project area, and the project would not be in or near any natural community conservation plan areas (refer to Impact IV(f)). Therefore, there would be no impact under this criterion.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>
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"/>

Discussion:

Mineral resources may include metals such as gold, silver, iron and copper, as well as construction aggregate. The Los Angeles County General Plan defines mineral resources as commercially-viable aggregate or mineral deposits, such as sand, gravel, and other construction aggregate (County of Los Angeles, 2015). Mineral Resources also include areas that are appropriate for the drilling for and production of oil and natural gas. Oil production still occurs in many parts Los Angeles County and Long Beach.

The California Geological Survey and the State Mining and Geology Board are responsible for administration of a mineral lands inventory process termed classification designation. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. Inventoried areas are classified into four categories: MRZ-1, MRZ-2, MRZ-3, and MRZ-4. The zones are summarized as follows: MRZ-1 zones are areas where geologic information indicates no significant mineral deposits are present; MRZ-2 zones are areas that contain identified mineral resources; MRZ-3 zones are areas of undetermined mineral resource significance; and MRZ-4 zones are areas of unknown mineral resource potential. Of the four categories, areas classified as MRZ-2 are of the greatest importance as these areas are known to be underlain by demonstrated mineral or sand and gravel resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the Mining and Geology Board as being “regionally significant.” The project site is not located within or near an MRZ-2 zone nor near any active mine operations (CGS, 2010).

The project is nearby, but not within, an area designated in the Los Angeles County General Plan as an area of oil and gas resources (County of Los Angeles, 2015). Based on the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder website (DOGGR, 2018) the project site is located south of the active Seal Beach Oil Field and north of the active Wilmington Oil Field; the Well Finder site indicates that there are no oil wells at or adjacent to the site, with the closest well is a plugged well mapped approximately 0.5-mile to the north.

Regulatory Setting

California Surface Mining and Reclamation Act (SMARA) of 1975 (Public Resources Code, Sections 2710-2796). SMARA provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized, and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state’s mineral resources.

Los Angeles County General Plan. The Los Angeles County General Plan has several goals and policies relevant to mineral resources and this project:

- **Policy C/NR 10.1:** Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.
- **Policy C/NR 10.2:** Prior to permitting a use that threatens the potential to extract minerals in an identified Mineral Resource Zone, the County shall prepare a statement specifying its reasons for permitting the proposed use and shall forward a copy to the State Geologist and the State Mining and Geology Board for review, in accordance with the Public Resources Code, as applicable.
- **Policy C/NR 10.5:** Manage mineral resources in a manner that effectively plans for access to, development and conservation of, mineral resources for existing and future generations.
- **Policy C/NR 10.6:** Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Impact Analysis:

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?

NO IMPACT. The project is not located within a mapped MRZ-2 zone nor is it in an area known to contain important mineral resources (CGS, 2010). Although the site is in an area with known oil and gas resources, it is not located within the boundaries of an existing oil field and no active wells are in the project vicinity. The closest well is a plugged oil and gas well located approximately 0.5 mile north of the project site. Therefore, the project would not result in the loss of availability of a valuable known mineral resource; no impact would occur.

b. RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?

NO IMPACT. The project is not located within the area of a locally important mineral resource zone or oil resource zone as shown on the Los Angeles County General Plan (County of Los Angeles, 2010). The project site is located adjacent to two operating oil fields, the Wilmington and Seal Beach Oil Fields, however no active wells are located at or adjacent to the project site (DOGGR, 2018). Additionally, the project would be replacing and/or rehabilitating existing facilities, so it would not be placing any new impediments to mineral access. Therefore, construction and implementation of the project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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"/>
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"/>

Discussion:

General Information on Noise

A brief background on the fundamentals of environmental acoustics is helpful in understanding how humans perceive various sound levels. Although extremely loud noises can cause temporary or permanent damage, the primary environmental impact of noise is annoyance. The objectionable characteristic of noise often refers to its loudness. Loudness represents the intensity of the sound wave, or the amplitude of the sound wave height measured in decibels (dB). Decibels are calculated on a logarithmic scale; thus, a 10 dB increase represents a 10-fold increase in acoustic energy or intensity, while a 20 dB increase represents a 100-fold increase in intensity. Decibels are the preferred measurement of environmental sound because of the direct relationship between a sound's intensity and the subjective "noisiness" of it. The A-weighted decibel system (dBA) is a convenient sound measurement technique that weights selected frequencies based on how well humans can perceive them.

Noise Effects on Humans. The range of human hearing spans from the minimal threshold of hearing (approximately 3 dBA) to that level of noise that is past the threshold of pain (approximately 120 dBA). In general, human sound perception is such that a change in sound level of 3 dB is just barely noticeable, while a change of 5 dB is clearly noticeable. A change of 10 dB is perceived as a doubling (or halving) of sound level. Noise levels are generally considered low when they are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss if exposure is sustained.

Ambient environmental noise levels can be characterized by several different descriptors. Energy Equivalent or Energy Average Level (Leq) describes the average or mean noise level over a specified period of time. Leq provides a useful measure of the impact of fluctuating noise levels on sensitive receptors over a period of time. Other descriptors of noise incorporate a weighting

system that accounts for human's susceptibility to noise irritations at night. Community Noise Equivalent Level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, where a 5 dB penalty is added to evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty is added to night hours (10:00 p.m. to 7:00 a.m.). Day/Night Average Noise Level (Ldn) is essentially the same as CNEL, with the exception that the evening penalty is not applied.

Noise Propagation. Sound typically decreases at a rate of 6 dB per doubling of distance from a point source. Additional decreases would occur due to sound absorption in the air, interaction with the ground, and shielding by intervening obstacles such as terrain (hills), wall, or buildings.

General Information on Vibration

Vibration from objects in contact with the ground would propagate energy through the ground and can be perceptible by humans and animals in the form of perceptible movement or in the form of rumbling sound caused by the vibration of room surfaces. The latter is described as ground-borne noise. High levels of vibration can result in architectural damage and structural damage depending upon the amplitude of the vibration and the fragileness of the building or structure.

Sensitive Receptors

Land uses considered to be noise sensitive generally include residential, educational and health facilities, research institutions, certain recreational and entertainment facilities (typically, indoor theaters and parks for passive activities), and churches. The project site is surrounded to the west, northwest, and southeast with recreational uses associated with the beach at Alamitos Bay, including boat rental. A boat dock is located immediately southeast of the project site and the Bayshore Co-op Preschool is located approximately 65 feet southwest of the project site at 5431 East Ocean Boulevard. The closest sensitive receptors to the project site include residences 400 feet to the west and southeast, and approximately 600 feet to the north and east.

Impact Analysis:

a. EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

LESS THAN SIGNIFICANT IMPACT. An impact could occur if the project generated noise levels in excess of standards established in the local general plan or noise ordinance or other applicable standards. As specified in Long Beach Municipal Code 8.80.330 and Los Angeles County Municipal Code 12.08.570, construction noise levels for public health, welfare, and safety activities, such as those being undertaken under the project, are exempt from noise limits. Although the project may not be subject to construction noise limits, the project has been analyzed using City of Long Beach and Los Angeles County standards for construction noise.

- City of Long Beach Municipal Code. The City of Long Beach regulates noise within its municipal code, including Section 8.80.202 Construction Activity – Noise Regulations, which establishes time of day prohibitions on noise due to construction activity. According to Section 8.80.202, no construction activity that might produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity shall be conducted before 7:00 a.m. or after 7:00 p.m. on weekdays, before 9:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday or federal holidays (Long Beach, 2018). The municipal code does not contain quantified noise level limits for construction activities. The City's lack of an established construction noise level limit reflects the City's acknowledgement that construction noise is a necessary part of development and does not create an unacceptable public nuisance when conducted during the least noise-sensitive hours of the day.

- **City of Long Beach General Plan.** The City of Long Beach General Plan Noise Element provides noise goals and suggests the following acceptable construction noise levels: an average maximum noise level at the window outside the nearest building of an occupied room closest to the site boundary should not exceed 70 dBA in areas away from main roads and sources of industrial noise, and 75 dBA in areas near main roads and heavy industry (Long Beach, 1975).
- **Los Angeles County Municipal Code.** Section 12.08.440 Construction Noise, prohibits construction between the weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sunday, and establishes maximum construction noise level limits at residential structures for mobile and stationary equipment, as shown in Tables 3-7 (Construction Noise Level Limits at Residential Structures – Mobile Equipment) and 3-8 (Construction Noise Level Limits at Residential Structures – Stationary Equipment) below.

Table 3-7
Construction Noise Level Limits at Residential Structures – Mobile Equipment

Time Period	Single-Family (dBA L _{max})	Multi-Family (dBA L _{max})	Semi-residential/Commercial (dBA L _{max})
Daily, 7:00 AM to 8:00 PM, except Sundays and legal holidays.	75	80	85
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60	64	70

Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment

Source: Los Angeles County, 2018

Table 3-8
Construction Noise Level Limits at Residential Structures – Stationary Equipment

Time Period	Single-Family (dBA L _{max})	Multi-Family (dBA L _{max})	Semi-residential/Commercial (dBA L _{max})
Daily, 7:00 AM to 8:00 PM, except Sundays and legal holidays.	60	65	70
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50	55	60

Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment.

Source: Los Angeles County, 2018

Construction activities have the potential to temporarily increase noise levels in the project area. There would be intermittent high-noise levels throughout construction. Noise levels would fluctuate depending on the construction activity, equipment type, duration of use, and the distance between the noise source and receiver. Construction of the project would involve the use of various pieces of construction equipment throughout the various tasks, with maximum noise generation expected during the cofferdam installation (which includes use of a vibratory

hammer and outboard engines for the work boat/barge). Typically, hourly average noise levels from the center of the work area would be approximately 75 to 80 dBA Leq at 50 feet (FHWA, 2006). As stated earlier, noise attenuates 6 dBA with every doubling of distance. With the nearest residential receptors approximately 400 feet from the project site, unmitigated noise levels would attenuate to approximately 57 to 62 dBA Leq at the nearest residential receptors.

When comparing these levels to the residential noise performance standards identified above by both the City of Long Beach (threshold of 70 dBA) and Los Angeles County (mobile noise threshold of 75 dBA and stationary noise threshold of 60 dBA), peak average noise levels would only have the potential to exceed Los Angeles County Construction Noise Level Limits at Residential Structures – Stationary Equipment, as presented in Table 3-8. It should be noted, these are the most stringent standards, with estimated peak average unmitigated noise levels only exceeding these established thresholds by 2 dBA Leq.

It should be noted that the nearest portion of the Bayshore Co-op Preschool property (outdoor area fence line) is located approximately 65 feet southwest of the nearest edge of the project site boundary where equipment noise could originate. While many construction noise sources would originate at a distance greater than 65 feet, noise would travel unattenuated across open beach area between the work site and Bayshore Preschool. However, because this type of land use does not have any established threshold within the City of Long Beach General Plan or Noise Ordinance, potential noise impacts to this land use are discussed below in Impact XII(d).

To ensure short-term project construction activities would not generate intermittent elevated noise levels exceeding these performance standards at sensitive receptor locations near the project site, Section 2.5 (Project Design Features) identifies project design features that would be implemented to attenuate noise levels during construction. These include limiting construction work hours to be in accordance with the City of Long Beach Noise Ordinance. In addition to complying with the City Noise Ordinance regarding construction work hours, LACDPW would minimize short-term construction noise through implementation of BMPs that may include, but not be limited to, the following:

1. Proper maintenance and tuning of all construction equipment engines to minimize noise emissions;
2. Proper maintenance and functioning of the mufflers on all internal combustion and equipment engines;
3. Locate fixed and/or stationary equipment as far as possible from noise-sensitive receptors; and
4. Appoint a public liaison for project construction that will be responsible for addressing public concerns about construction activities; including excessive noise. As needed, the liaison would determine the cause of concern (e.g., starting too early, bad muffler) and implement measures to address the concern.

With the implementation of the above BMPs, temporary construction noise would be reduced to levels not exceeding the identified City of Long Beach and Los Angeles County performance standards. As such, the project would not conflict with City of Long Beach or Los Angeles County performance standards and regulations pertaining to construction noise. Impacts would be less than significant, and no mitigation is required.

b. EXPOSE PERSONS TO OR GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

LESS THAN SIGNIFICANT IMPACT. The City of Long Beach does not have any performance standards related to temporary vibration from construction activities. Per the Los Angeles County Noise Ordinance, Section 12.08.560 – Vibration, prohibits the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way. The perception threshold is stated as a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz.

Operation of large trucks and construction equipment, specifically haul trucks and dozers, could result in ground-borne vibration not only due to general operations but also due to travel on cracked or faulting roadway surfaces (Caltrans, 2004). Trucks traveling over pavement discontinuities often rattle and make noise, which tend to make the event more noticeable when the ground vibration generated may only be barely noticeable (Caltrans, 2004). Vehicles traveling on a smooth roadway are rarely, if ever, the source of perceptible ground vibration. Paved roads in the project area are maintained and relatively smooth, such that ground-borne vibration is not anticipated to occur from the use of haul or material delivery trucks.

Operation of the proposed dozer is roughly equivalent to a large bulldozer, where construction vibration levels are estimated at 0.089 in/sec PPV and 87 VdB at 25 feet (FTA, 2006 – Table 12-2). Vibration levels from operation of a typical impact pile driver are estimated at 1.158 in/sec PPV at 25 feet (FTA, 2006 – Table 12-2). Loaded trucks would result in vibration levels of 0.076 in/sec PPV or 86 VdB at 25 feet. Such ground-borne noise or vibration would attenuate rapidly (i.e., 200 feet or less) from the source and would not be perceptible outside of the construction areas and immediately adjacent to the haul routes (FTA, 2006), which are not located in proximity to vibration-sensitive land uses. Vibrations would not be enough to annoy people or cause “architectural” damage to normal buildings. The greatest potential for impacts would be during installation of sheet pile within the bay to establish a temporary cofferdam. However, pile driving at this location would be of short duration and greater than 200-feet away from the nearest sensitive receptor (Bayshore Coop Preschool). Impacts would be less than significant.

c. RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

NO IMPACT. Operations and maintenance of the project would essentially be a continuation of the activities that have been occurring at the site since its operation. The project would resume normal operations after the completion of construction, which includes one (1) or two (2) employees for inspection once a week as often as needed during the storm season. No increase in number of employees or activity is expected. As such, implementation of the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. No impact would occur.

d. RESULT IN A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. As discussed earlier, during construction, unmitigated hourly average noise levels from the center of the work area would be approximately 75 to 80 dBA Leq at 50 feet, which would attenuate to approximately 57 to 62 dBA Leq at the nearest receptors (FHWA, 2006). Due to the low traffic volumes on

roadways in the project area and primary land uses being residential/recreational, it is anticipated that ambient daytime and nighttime noise levels in the area range between 45 to 55 dBA, which is typical of suburban development area. Therefore, temporary noise during construction is expected to exceed ambient conditions at the nearest receptors. In addition to temporary noise generated during the workday, electric pump(s) may operate 24-hours per day (or as needed) for as long as the cofferdam is in place to keep water out of the work area separated by the temporary cofferdam. However, these electric pumps are expected to generate noise levels less than 60 dBA at their location and can be enclosed, which would attenuate noise to levels not distinguishable.

As discussed in Section 2.5 (Project Design Features), project design features would be implemented to attenuate noise levels during construction. These include implementation of BMPs to minimize short-term construction noise. With the implementation of these BMPs, the temporary increase in noise levels during construction, when compared to typical ambient noise levels, would not be substantial. Additionally, when considering the analysis presented under Impact XII(a), with the implementation of BMPs, temporary construction noise would be reduced to levels not exceeding the identified City of Long Beach and Los Angeles County performance standards (which are established to set thresholds to temporary construction noise limits in comparison to ambient conditions).

As discussed earlier, the Bayshore Co-op Preschool is located approximately 65 feet southwest of the project site at 5431 East Ocean Boulevard. The nearest portion of the preschool property (outdoor area fence line) is located approximately 65 feet southwest of the nearest edge of the project site boundary where equipment noise could originate. While many construction noise sources would originate at a distance greater than 65 feet, noise would travel unattenuated across open beach area between the work site and Bayshore Preschool. Therefore, 65 feet is used as a worst-case distance with respect to potential construction noise impacts to this sensitive receptor. The preschool is in session September through June on Tuesdays, Wednesdays, and Thursdays from 9:00 a.m. to 12:00 p.m. Should project construction occur when the preschool is operational, temporary noise would substantially exceed ambient conditions at this location. It is expected that unmitigated construction noise at this location would routinely be 70-75 dBA. To ensure the project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, Mitigation Measure N-1 is proposed and includes the incorporation of sound walls between the project work area and Bayshore Co-op Preschool, should construction occur during operation of the preschool. With the implementation of BMPs (which include a public noise liaison) and Mitigation Measure N-1, temporary noise impacts related to increases to ambient conditions would be less than significant.

Mitigation Measure. The impacts identified above would be reduced to less than significant with implementation of the following mitigation measure:

N-1 Temporary Construction Noise Barriers. Should construction activities coincide with operation of Bayshore Co-op Preschool, temporary sound noise barriers such as, but not limited to, noise attenuation blankets, portable noise barrier walls, or others which provide equivalent sound attenuation shall be installed between the work area and the preschool, as feasible. The temporary sound noise barriers shall seek to be of sufficient size to block the line-of-sight from the dominant construction noise source(s) to the noise-sensitive receptor. Such barriers shall seek to reduce construction noise at Bayshore Co-op Preschool.

- 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?**

NO IMPACT. The project site is not located within an airport land use plan or within close proximity of a public airport. Therefore, the project would not expose the construction workers to excessive noise levels associated with airport operations. No impact would occur.

- 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?**

NO IMPACT. The project site is not located in the vicinity of a private airstrip and would not expose the construction workers to excessive noise levels associated with airstrip operations. No impact would occur.

XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion:

The project is in the City of Long Beach within the City's Peninsula Neighborhood. According to the City's General Plan, small, low density housing units are the preferred residential development within this neighborhood (City of Long Beach, 1997).

Impact Analysis:

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)?

NO IMPACT. The project would not construct homes or businesses, nor would the project require any road extensions or improvements that could facilitate population growth. No impact would occur under this criterion.

b. DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

NO IMPACT. The project would involve replacement and upgrade of an existing pump station; no housing would be displaced or otherwise affected by the project. Project construction would require a small workforce (approximately 16 workers per day), and no new employees would be hired for project operation. Given the short-term construction schedule (approximately four months) and the small construction workforce, project construction would not create a temporary housing demand. No impact would occur under this criterion.

c. DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

NO IMPACT. There are no residential uses within the project site. The proposed replacement and upgrade of the Alamitos Bay Pump Station would not displace people, nor would it require the construction of replacement housing. No impact would occur under this criterion.

XIV. PUBLIC SERVICES

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:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Fire protection to the project site would likely be provided by the City of Long Beach Fire Department and the County of Los Angeles Fire Department (LACoFD). The closest City of Long Beach Fire Department station to the project site is Station #8, which is located approximately 1,500 feet north of the site. Additionally, the Long Beach Fire Department Marine Station is located within Alamitos Bay, approximately 0.75-mile east of the site at Alamitos Bay Marina. The closest LACoFD fire station to the project site is Station #100, which is located approximately 13 miles west of the site in Hermosa Beach.

Police protection to the project site would likely be provided by the City of Long Beach Police Department, City of Seal Beach Police Department, or the County of Los Angeles Sheriff Department. The closest City of Long Beach Police Department station to the project site is the East Division, which is located approximately 7 miles north of the site. The closest Seal Beach Police Department station to the project site is located approximately 1.1 mile east of the site. Additionally, the Long Beach Fire Department Marine Station is located within Alamitos Bay, approximately 0.75-mile east of the site at Alamitos Bay Marina. The closest County of Los Angeles Sheriff Department station to the project site is the Carson Station, which is located approximately 4.5 miles north of the site.

The project area is served by the Long Beach Unified School District, with the nearest school being Naples Elementary School (located 1,050 feet north of the project site). Several parks and greenspace are in proximity of the project, with the main recreational space being the Pacific Ocean coastline directly southwest of the site.

Impact Analysis:

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:

a) FIRE PROTECTION?

NO IMPACT. The main objective of the project is to replace and upgrade aging facilities to increase system reliability during flood control events, by reducing the chance of failure during

the life cycle of the project. As described in Section XIII (Population and Housing), the project would not permanently directly or indirectly increase the population in the project area and therefore, would not increase the need for fire protection. Additionally, the project would remove aging infrastructure that could require emergency response in the event of a failure, as well as increasing system reliability during storm events. Therefore, the project is beneficial with respect to decreasing demands on emergency service providers. The project would not impact fire protection services or require the need for an increase in services to the project area.

b) POLICE PROTECTION?

NO IMPACT. As described in Section XIII (Population and Housing), the project would not permanently directly or indirectly increase the population in the project area and therefore, would not increase the need for fire protection. Additionally, the project would remove aging infrastructure that could require emergency response in the event of a failure, as well as increasing system reliability during storm events. Therefore, the project is beneficial with respect to decreasing demands on emergency service providers. The project would not impact police protection services or require the need for an increase in services to the project area.

c) SCHOOLS?

NO IMPACT. As described in Section XIII (Population and Housing), the project would not permanently directly or indirectly increase the population in the project area and therefore, would not increase school demand or require the construction of new school facilities to maintain acceptable ratios. The project would not introduce a new population to the area directly as no new homes or businesses would be constructed and would not require expansion of any schools and would not cause significant environmental impacts that would require the construction of new public facilities.

d) PARKS?

NO IMPACT. As described in Section XIII (Population and Housing), the project would not directly or indirectly introduce a new population to the region, which could increase demand for parks or require the construction of new parks to maintain existing service quality. The project would not require the need for new parks and would not cause significant environmental impacts that would require the construction of new public facilities.

e) OTHER PUBLIC FACILITIES?

NO IMPACT. There are no public facilities located within the project footprint that could be negatively affected by the construction or operation of the project. As described in Section XIII (Population and Housing), the project would not directly or indirectly introduce a new population that could increase demand for public facilities or require the construction of new public facilities to maintain existing service quality. It is understood that the City of Long Beach would construct a new lifeguard station adjacent to the new buried discharge line. The project would not cause significant environmental impacts that would require the construction of new public facilities.

XV. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project site is surrounded by recreation facilities. Bayshore Park, less than 200 feet west of the project site, includes handball, tennis, and racquetball courts, playground equipment, and a roller hockey rink (City of Long Beach, 2018). The Leeway Sailing and Aquatics Center is located southeast of the project, with its kayak storage area abutting the project site on the southwestern and southeastern sides.

Impact Analysis:

a. INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

LESS THAN SIGNIFICANT IMPACT. Recreationists may be temporarily inconvenienced by project construction activities that would utilize the Sailing Center's kayak storage area and would restrict up to 15 parking spots along E Ocean Blvd. However, construction would not require closure of surrounding recreational facilities. During construction, the Sailing Center's kayaks and boat racks would be relocated to a temporary storage area as shown in Figure 2 (Proposed Project Location). This equipment would be accessible during project construction, and it would be returned to its designated storage area upon completion of the project. Bayshore Park would also remain open during project construction. Therefore, project construction would not increase the use of alternative parks or recreational facilities such that substantial physical deterioration would occur. Furthermore, the project would allow greater beach access due to the removal of the above-ground discharge structure, thereby providing an additional location for coastal recreation in the project area. Adverse impacts to recreational facilities would be less than significant.

b. INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES, WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

NO IMPACT. The project does not include construction of a recreational facility. The project would upgrade an existing pump station, which would have no direct or indirect effect on the demand for recreation. Although the project would increase beach access, numerous locations for beach access already exist in the project area; thus, the project would not increase public use of the site to a degree that could require new recreational facilities. As such, the project would not require the construction or expansion of recreational facilities, and there would be no impact associated with this criterion.

XVI. TRANSPORTATION AND TRAFFIC**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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, freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:**Project Trip Generation -**

The project site is located in the City of Long Beach near the Los Angeles County boundary with Orange County. The construction work would be completed outside of public roads, travel ways and City's right of ways. No project-related work would be conducted in or along public roads and traffic control zones or detours would not be performed on public roads.

Presented below is the anticipated number of trips to or from the site during construction and the anticipated number of trips for operation and maintenance (O&M) of the project. For the purposes of this discussion, a project trip is a one-direction trip to or from the project site.

Construction Project Trips – Project construction is expected to take four (4) months starting in April of ~~2021~~ 2020. Construction is limited to the hours of 7:00 am to 7:00 pm, Monday through Friday. During that time, employees, materials, equipment and supplies would be using public roads to reach the project site.

There are two phases of construction that would create the most trips daily. These phases are the installation of the cofferdam and the removal of material dredged from the area protected by the cofferdam.

Table 3-9 (Peak Daily Project Trips during Construction) shows the number of trips anticipated in Passenger Car Equivalents. Since the larger, heavier vehicles respond differently to traffic situation than cars, they are converted to Passenger Car Equivalents (PCEs) based on the size and number of axles of the vehicles.

The heavy equipment like the cranes, excavator, barge, forklift, etc. would be delivered by trucks during mobilization at the beginning of each phase. They would remain on the site for the duration of construction phase. The delivery of the heavy equipment to the project site and the removal of the heavy equipment from the project site would happen once. Delivery of heavy equipment is made with trucks that move at the same speeds as city street traffic, with the exception of acceleration and deceleration. These trips are not included in the daily project trips projections.

During these construction phases, heavy duty trucks would be used to make trips moving materials, waste, supplies and equipment from the project site to the staging area south of Ocean Boulevard. They would cross Ocean Boulevard hauling material, and then cross again to return to the project site. These “crossings” would travel over Ocean Boulevard several times a day but would not be using the rest of the public roads in this area. These crossings are not included in the daily project trips projections.

Table 3-9. Peak Daily Project Trips during Construction				
Cofferdam Installation Phase				
<i>Trips on Pubic Roads</i>	<i>Vehicle Classification</i>	<i>Round Trips</i>	<i>PCEs</i>	<i>Trips, PCEs</i>
Workers' Commute	Passenger	16	1	32
Heavy Haul to Site/Staging Area	Heavy Duty Truck	2	3	12
Fuel/Misc. Delivery	Medium Duty Truck	2	2	8
Hauls from Staging Area	Heavy Duty Truck	2	3	12
Daily Trips during Cofferdam Installation Phase with crossings				64
Daily Trips during Cofferdam Installation Phase, without crossings				52
Excavation/Waste Removal Phase				
<i>Trips on Pubic Roads</i>	<i>Vehicle Classification</i>	<i>Round Trips</i>	<i>PCEs</i>	<i>Trips, PCEs</i>
Workers' Commute	Passenger	16	1	32
Heavy Haul to Landfill/Recycling	Heavy Duty Truck	3	3	18
Fuel/Misc. Delivery	Medium Duty Truck	2	2	8
Sediment Hauls to Staging Area	Heavy Duty Truck	20	3	120
Daily Trips during Excavation/Waste Removal Phase, with crossings				178
Daily Trips during Excavation/Waste Removal Phase, without crossings				58

During construction, workers would drive to and from the site each day. Table 3-9 (Peak Daily Project Trips during Construction) shows that the number of construction workers and the associated supervisors, inspectors and monitors would be about 16 for either construction phase. Assuming that none of the workers car pool, there would be 16 personal vehicles arriving and leaving the site each day.

During the Cofferdam Installation phase, heavy duty trucks would be used to make 2 round trips daily to haul to or from the project site any materials, supplies and equipment needed. Using a PCE of 3 per Heavy Duty Truck, there would be 12 project trips for that operation.

During the Excavation / Waste Removal phase, heavy duty trucks would be used to make 3 round trips daily to haul to or from the project site any materials, waste, supplies and equipment. Using a PCE of 3 per Heavy Duty Truck, there would be 18 project trips for that operation.

For either phase, there would be 2 round trips to deliver fuel each day with a medium duty truck. Using a PCE of 2 per Medium Duty Truck, there would be 8 project trips to provide fuel to the equipment at the site.

During the Cofferdam Installation phase, heavy duty trucks would be used to make 2 round trips to move materials, supplies and equipment between the staging area on the south side of Ocean Boulevard to the project site (Figure 2, Proposed Project Location). Using a PCE of 3 per Heavy Duty Truck, there would be 12 project trips that simply cross Ocean Boulevard between the staging area and the project site.

During the Excavation / Waste Removal phase, heavy duty trucks would be used to make up to 20 round trips to move material dredged from the bay to the staging area on the south side of Ocean Boulevard (Figure 2, Proposed Project Location). Using a PCE of 3 per Heavy Duty Truck, there would be 120 project trips that simply cross Ocean Boulevard between the staging area and the project site.

Assuming that the crossings during the Excavation / Waste Removal phase are spread uniformly across 8 hours of the 12-hour work day, there would be 5 (20 round trips x 2 / 8 hours) crossings per hour, or about 1 crossing every 12 minutes. These crossings are not included in the trips that would access the public roadway in the rest of this analysis.

The highest number of project trips accessing the public roadways would be 58 during the Excavation / Waste Removal phase.

Operation and Maintenance (O&M) Project Trips – The project site already has vehicle trips associated with the ongoing O&M of the existing pump station. The current schedule is about 1 – 2 employees for inspection once each a week and as often as needed during the storm season. There is on-site parking for the O&M employees' trips.

No change in the number of employees or the frequency of trips for O&M are anticipated after construction of the project. This schedule is anticipated to be followed once construction is completed. Occasionally more trips are required to provide maintenance equipment, etc., but these additional trips are already experienced occasionally with the existing pump station.

Given that proposed O&M project trips would not change from existing O&M project trips for the current pumping station, no operation-related traffic impacts would be expected. Therefore, there is no need for further analysis of the O&M project trips. (i.e., a traffic impact report is not needed to assess effects of O&M traffic).

Project Trip Distribution

To access the project site, almost all of the construction personnel and equipment delivery would arrive from the north using:

- Ocean Boulevard
- Bayshore Avenue to Ocean Boulevard
- Bayshore Avenue to 54th Place to Ocean Boulevard
- Bayshore Avenue to 54th Place to Flood Control Easement

The project site has off-street parking for two vehicles. These off-street spaces would be used both during construction and operation. Operation & Maintenance parking would solely utilize these off-street spaces and would not utilize public street parking in the area. During construction, a staging area is proposed south of Ocean Boulevard that would be used for stockpiling and construction equipment storage. Construction personnel would utilize 15 street parking spaces

on Ocean Boulevard, adjacent to the project site, that would be temporarily closed to the public during construction (refer to Figure 2). However, within 500-feet of the intersection of Ocean Boulevard and 54th Place (this area includes the public parking on Ocean Boulevard proposed for closure immediately adjacent to the project site), a review of GoogleEarth shows the following public parking spaces are available:

- Approximately 35 spaces along the north side of Ocean Boulevard, including over 20 diagonal spaces directly adjacent to the project site (the proposed project would temporarily close 15 of these parking spaces).
- Approximately 45 spaces along the north side of Ocean Boulevard, including over 25 diagonal spaces west of 54th Place.
- A public parking lot located at the southwest corner of Ocean Boulevard and 54th Place with over 100 spaces available.

While Map 17 of the City of Long Beach Mobility Element shows this area to be parking impacted (meaning that there is limited off-street parking available), the loss of 15 public parking spaces adjacent to the project site during construction would be temporary. The total numbers of available public parking spaces near the project site, and the temporary loss of

~~During the construction phase, the workers' cars and other construction vehicles would occupy the 15 parking spaces on the north side of Ocean Boulevard that would be reserved for the four-month construction phase and the staging area south of Ocean Boulevard for parking.~~

~~Construction parking would is considered to not impact the limited overall availability of public street parking in the area. No parking impacts would be experienced.~~

Jurisdiction

City of Long Beach – Bayshore Avenue, 54th Place, and Ocean Boulevard are within the city limits of the City of Long Beach. The City of Long Beach Traffic Impact Analysis Guidelines states that Traffic Impact Analysis should be prepared for every project that generates more than 100 vehicle trips per day. When preparing and Traffic Impact Analysis, intersections that receive more than 50 project trips per hour should be studied.

The project would not generate over 100 daily trips during either the construction phase or the O&M phase. This number of trips would not impact the circulation network and no further analysis is needed.

City of Long Beach staff also reported that they follow the Los Angeles County Metropolitan Transportation Authority (MTA), 2010 Congestion Management Program (CMP) when determining if traffic impacts of a project need analysis. Under Section 5.2.3 (Exempted Projects) of the MTA 2010 CMP states that any project that receives a Negative Declaration, Mitigated Negative Declaration or Notice of Exemption, are not subject to the preparation of a traffic impact analysis (MTA, 2010). Further, Appendix D (Guidelines for CMP Transportation Impact Analysis) of the MTA 2010 CMP states that analysis is to be done on intersections with 50 more project trips during the weekday peak hour of adjacent street traffic (MTA, 2010). Since this project does not generate 50 project trips an hour, no additional analysis is needed for either the construction or O&M phases.

County – Although the project is within the limits of the City of Long Beach, it is a County of Los Angeles project on County easement. Therefore, the requirements of the County of Los Angeles were also reviewed.

The County of Los Angeles Department of Public Works has Traffic Impact Analysis Report Guidelines used to determine if studies are needed. The guidelines do not suggest that

construction trips need to be analyzed (County of Los Angeles, 2013). The County Guidelines state that traffic studies are generally needed if the project generates over 500 trips a day. In addition, the County reviews these factors as potential reasons for further analysis of impacts:

- Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable LOS, or exacerbates an existing congested condition.
- Project-generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).
- Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).
- Nonresidential uses generate commuter or truck traffic through a residential area.
- Project-generated traffic significantly increases on a residential street and alters its residential character.

Project traffic would not interfere with existing traffic flow as there is no work planned in or along public roads, no detours on public roads would be required, and construction traffic would move at speeds comparable with the traffic on public roads. The project would not make any changes to the location of access roads or driveways, and it would not go through residential areas or alter the character of a residential area.

The project would generate substantially less than 500 project trips a day during construction and O&M phases, and, therefore, no traffic impacts would be expected on County roads. Based on County guidelines, no further analysis is needed.

Given the temporary nature of the peak construction traffic, the short-term project construction schedule (four months), and daily project-related vehicle trips being less than 60, project construction trips would not cause construction-related traffic impacts on the public roadways. There is no need for further analysis (i.e. a traffic impact report is not needed to assess effects of construction traffic).

Impact Analysis:

- 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, FREEWAYS, PEDESTRIAN AND BICYCLE PATHS, AND MASS TRANSIT?**

LESS THAN SIGNIFICANT IMPACT. There would be construction traffic crossing Ocean Boulevard. Assuming the trucks haul dredged material to the staging area for 8 hours of the 12-hour work day, there would be an average rate of one truck crossing Ocean Boulevard every 12 minutes. This would slow Ocean Boulevard cars, pedestrians and bicyclists briefly but would cause a less than significant impact.

There are no public bus routes in the area that would be impacted. The terminals for the water based public transit systems, Transit, AquaLink, and AquaBus, would not be impacted. Construction would occur over a four-month period and the number of project-related vehicle trips would be too low to conflict with plans, ordinances, or policies.

In addition, no construction work or detours would take place on public roads. Pedestrian access to the beach from Ocean Boulevard would be temporarily relocated to 54th Place during construction, but access from Ocean Boulevard would once again be available when construction is complete. Therefore, the project would not conflict with any 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, freeways, pedestrian and bicycle paths, and mass transit. The project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the road network system.

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?

NO IMPACT. The project would have less than 60 construction-related project trips over a 12-hour work day during the four-month construction period. The number of O&M project trips are not anticipated to change after the construction of the project. Therefore, the project would not conflict with an applicable congestion management program.

c. RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?

NO IMPACT. The project would not use planes or helicopters for the delivery, installation or removal of materials. In addition, the project site is not located near a private air strip and the project site is located more than five miles from the nearest airport (Long Beach Airport). Therefore, the project would not result in changes to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

d. SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

NO IMPACT. The project would not impact public roads with detours or construction work. The existing public roads were built to meet existing standards and appropriate sight distance and curve radius. Within the general area of the project there are no known road hazards. Therefore, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

e. RESULT IN INADEQUATE EMERGENCY ACCESS?

NO IMPACT. The project would not create detours or construction work that could cause delays for emergency vehicles on public roads. Thus, the project would not result in inadequate emergency access to the project site or surrounding areas.

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?

NO IMPACT. The project would not create detours or construction work that could cause impacts with public transit, bicycles or pedestrian facilities on public roads. Pedestrian access to the beach from Ocean Boulevard would be temporarily relocated to 54th Place during construction, but access from Ocean Boulevard would once again be available when

construction is complete. Therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

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?		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Tribal cultural resources, as defined under Assembly Bill (AB) 52 are resources that include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a California Native American tribe. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditional and cultural affiliated geographic areas, and therefore the identification and analysis of tribal cultural resources should involve government-to-government tribal consultation between the CEQA lead agency and interested tribal groups and/or tribal persons (Public Resources Code [PRC] §21080.3.1(a)). The project's effects on tribal cultural resources was evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines and with consideration to AB 52 and the Governor's Office of Planning and Research's, "Revised Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA" (OPR, 2017).

Additionally, best practices show that a lead agency should make a good faith effort to identify tribal cultural resources that may be impacted by a project even if a Native American tribe does not identify any during consultation. This includes requesting a search of the Native American Heritage Commission's (NAHC) Sacred Lands file, conducting ethnographic research, and using information that has been previously provided during tribal consultation for other projects in the area.

Additional information related to cultural resources methods of background research (e.g., records search of the California Historical Resources Information System), and a description of the archaeological settings relevant to the project area and surrounding 1/4-mile CHRIS search radius, can be found in Section V, Cultural and Paleontological Resources.

Ethnographic Setting

At the time of European contact, the project area was occupied by the Tongva, a Native American group also known as the Kizh or Gabrieleño that occupied the coast in what is today the Los Angeles and Orange County area. Aside from their Chumash neighbors to the northwest, they were the "wealthiest, most populous, and most powerful ethnic minority in aboriginal southern California". At the time of European contact, Tongva territory was centered on the watersheds of the Los Angeles Basin (Los Angeles, San Gabriel, and Santa Ana rivers) and extended from the

coast in the Santa Monica Mountains (Topanga Creek), east through the San Fernando and San Gabriel Valleys to the San Bernardino Riverside area, and south to the Santa Ana Mountains and Newport Bay Santa Catalina, and San Nicolas islands (Chasteen et al. 2014).

Ethnographic information on the early Tongva is incomplete since population reduction caused by missionization prevented much Tongva oral history from being recorded. However, some information was collected including that their society was based on clan or lineage groups (moiety system) and that they spoke a Cupan language of the Takic family. Tongva villages were politically autonomous with at least three levels of social hierarchy, although several villages could be allied under a single leader. With the exception of the group on Santa Catalina Island, Tongva typically cremated their dead. Tongva society was organized into patrilineal lineages with a higher incidence of women residing at their husband's settlements. Naming conventions in Tongva society were based on an individual's position within society and were assigned in association with a moiety. Armed intervillage conflicts often occurred, in particular between inland and coastal groups, and occurred for various reasons including breaking the "economic reciprocity system," abducting women, trespassing, and sorcery (Chasteen et al. 2014).

Two types of settlement patterns were noted on both the mainland and the islands and included primary villages, which were occupied continuously and were typically located on the coast, and secondary inland camp sites that were occupied during part of the year for the purpose of exploiting seasonal resources, such as sage, acorns, yucca, cacti, and pine nuts. The Tongva trade network involved shell beads, dried fish, sea otter pelts, shells, steatite (obtained from Santa Catalina Island), and possibly salt to inland Serrano groups living in the San Bernardino Mountains. The Tongva received in return a variety of goods, including acorns, seeds, obsidian, deerskins and finely worked utilitarian and ceremonial goods. Steatite was the primary export item of the Tongva as well as their most prominent technological item. Steatite was used to make animal carvings, pipes, ornaments, cooking utensils, palettes, and arrow straighteners. They traded it in rough or finished form (vessels and ornaments) to many groups such as the Chumash, Yokuts, and Luisefio. Most trade took the form of barter but could also involve currency, which took the form of strung olivella beads (Chasteen et al. 2014).

The *Chingichgnish* religion, as practiced by the Tongva, was centered on the deity *Chingichgnish*, who ruled the world after the death of *Wiyot*, a deity who produced the first race of men. *Chingichgnish* transformed these first people into the plants and animals that now serve as food for the new race of humans that exist today, who he created out of mud. To honor *Chingichgnish*, the Tongva erected sacred houses, performed ceremonies, and made offerings of food and goods. At the time of European contact, the *Chingichgnish* religion had spread to neighboring groups where it became incorporated with the *toalache* cult. *Toalache* (jimson weed) is a hallucinogen, and its roots were used in a drink that was believed to provide young adults with long life, good health, strength, and prosperity. Despite *Chingichgnish's* chiefly role, the religion was polytheistic with the Sun and Moon also being prominent deities (Chasteen et al. 2014).

Regulatory Setting

State

Assembly Bill 52

AB 52, enacted in 2014, amends sections of CEQA relating to Native Americans. AB 52 establishes a new category of cultural resources called tribal cultural resources and states that a project that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment.

Section 21074 was added to the Public Resources Code to define tribal cultural resources, as follows:

Tribal cultural resources are either of the following:

- A. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB 52 requires the lead agency to begin consultation with any tribe that is traditionally or culturally affiliated with the geographic area. In addition, AB 52 includes the following time limits for certain responses regarding consultation:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

After provision of the formal notification by the public agency, the California Native American tribe has 30 days to request consultation.

The lead agency must begin the consultation process within 30 days of receiving a California Native American tribe’s request for consultation.

Local

Los Angeles County General Plan

The County recognizes the importance of significant cultural resources, which are also often tribal cultural resources. Cultural and historic sites or resources listed in the national, state, or local registers maintained by the County of Los Angeles are protected through the Los Angeles County General Plan policies and regulations that restrict the alteration, relocation, or demolition of historical resources. Under Titles 21 (Subdivisions) and 22 (Planning and Zoning) of the Los Angeles County Code, all zoning ordinances, zone changes, subdivisions, capital improvement plans, and public works projects should be consistent with the General Plan—this includes all cultural and historical sites and resources. Furthermore, the Los Angeles County Historical

Landmarks and Records Commission is the acting local legislative body that reviews and recommends cultural heritage resources in the unincorporated areas for inclusion in the state Historic Resources Inventory, also known as the CRHR.

Tribal Notification and Consultation

Information presented in this section was gathered through AB 52 government-to-government consultation between the County of Los Angeles and California Native American Tribes that have cultural affiliations with the project area and that requested notification of projects in Los Angeles County.

Project Notification

AB 52 (PRC §21080.3.1(c)) requires that within 14 days of the lead agency determining that a project application is complete, a formal notice and invitation to consult about a project is to be sent to all tribal representatives who have requested, in writing, to be notified of projects that may have a significant effect on TCRs located within a project area (PRC §21080.3.1(d)). The County of Los Angeles Department of Regional Planning website lists five Tribes that have requested formal notification of projects within Los Angeles County (County of Los Angeles, 2017). Two of these tribes are associated with the project area. These tribes include the Gabrieleno Tongva and the Gabrieleno Band of Mission Indians-Kizh Nation.

On September 11, 2017, the County of Los Angeles mailed certified letters to the two tribes listed above regarding the project. Written letters included a brief description of the project, instructions on how to contact the lead agency Project Manager, two visual aids (aerial maps showing project location and components), and a statement that responses must be received within 30 days of the date of receipt of the letter (see Appendix F for copies of these letters). (The County received one response to the project notification letter; see discussion below).

AB 52 Native American Tribal Consultation

AB 52 states that once California Native American tribes have received the project notification letter, the tribe then has 30 days to submit a written request to consult pursuant to PRC §21080.3.1(d)). Upon receiving a tribe's written request to consult, the lead agency then has 30 days to begin government-to-government consultation. Consultation must include discussion of specific topics or concerns identified by tribes. Any information shared between the tribes and the lead agency representatives is protected under confidentiality laws and subject to public disclosure only with the written approval of the tribes who shared the information (GC §6254(r); GC §6254.10; PRC §21082.3(c) (1-2)).

Consultation as defined in AB 52 consists of the good faith effort to seek, discuss, and carefully consider the views of others. Consultation between the lead agency and a consulting Tribe concludes when either of the following occurs: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists on a TCR; or 2) a consulting party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC §21080.3.2(b)).

As noted above, the County received one response to the project notification letter. No other responses were received from this notification. The letter is summarized below; Appendix E (AB52 Consultation Letters) includes a complete copy of the letter submitted in response to the County's project notification letter.

- The **Gabrieleno Band of Mission Indians – Kizh Nation** submitted a letter on September 18, 2017 requesting to consult on the project to provide the County with a more complete

understanding of the prehistoric uses of the project area and the potential risks for causing a substantial adverse change to the significance of tribal cultural resources.

Based on the responses noted above, the County reached out to the Native American tribe that requested consultation. Table 3-10 (AB52 Tribal Consultation) provides a summary of this consultation.

Table 3-10. AB52 Tribal Consultation	
Gabrieleno Band of Mission Indians – Kizh Nation	
9/18/17	The Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) responded to the County's notification regarding the project and expressed interest in tribal consultation.
9/17 to 4/18	County of Los Angeles, Department of Public Works (DPW) coordinated with the tribal representative on the date and time for the tribal consultation meeting.
4/19/18	The consultation meeting included representatives from DPW and representatives of the Gabrieleno Band of Mission Indians – Kizh Nation. No Tribal Cultural Resources, cultural resources or sacred lands were identified.
<u>10/18/18</u>	<u>AB52 closure letter from the County to Gabrieleno Band of Missions Indians-Kizh Nation was mailed out.</u>

Impact Analysis:

WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:

a. LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K)

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. There are no known tribal cultural resources that are listed in, or are known to be eligible for listing in, the CRHR or local register of historical resources within the project area or surrounding 1/4-mile search radius. Although there is no evidence that tribal cultural resources exist within the project area, it is possible that as-of-yet unidentified tribal cultural resources that may be eligible for inclusion in the CRHR or local registers could be discovered and damaged, or destroyed, during ground disturbance, which would constitute a significant impact absent mitigation. Such impacts require implementation of Mitigation Measure TCR-1 to ensure that unanticipated resources are properly treated.

Mitigation Measure. Implementation of Mitigation Measure TCR-1 would evaluate and protect unanticipated tribal cultural resources discoveries, thereby reducing this impact to less than significant.

TCR-1 Management of Unanticipated Tribal Cultural Resources. During project construction activities, should subsurface tribal cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist and an authorized tribal representative shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5 and Section 21074. If any find is determined to be significant, the archaeologist shall determine, in consultation with

the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in the tribal cultural resource.

- 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.**

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. Although no known tribal cultural resources were identified during AB 52 Native American consultation and additional ethnographic research within the project site, it is possible that previously unidentified tribal cultural resources could be discovered and damaged, or destroyed, during ground disturbance, which would be potentially significant.

Mitigation Measure. Implementation of Mitigation Measure TCR-1 would evaluate and protect unanticipated tribal cultural resources discoveries, thereby reducing this impact to less than significant.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion:

Surface and groundwater quality in the project area is under the jurisdiction of the Los Angeles Regional Water Quality Control Board. The Long Beach Water Department operates and maintains nearly 765 miles of sanitary sewer lines, safely and expeditiously delivering over 40 million gallons per day to Los Angeles County Sanitation Districts facilities located on the north and south sides of the City of Long Beach. From these facilities, treated sewage is used in one of three ways: irrigation, groundwater recharge, or pumped into the Pacific Ocean. The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day. The Sanitation Districts of Los Angeles County operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycle centers, materials recovery/transfer facilities, and energy recovery facilities.

Impact Analysis:

a. EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?

LESS THAN SIGNIFICANT IMPACT. During construction, the project has the potential to temporarily increase wastewater from typical construction activities (e.g. sanitary wastes). However, any increase in wastewater transported for treatment would be negligible in quantity and short-term in duration, during construction only. Once completed, the project would not result in a permanent increase in wastewater requiring treatment; and therefore, the project

would have a less-than-significant impact on, and it would not exceed, wastewater treatment requirements.

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?

NO IMPACT. The project would not require the construction of new or expanded water or waste water facilities, as the project would not require any additional water or wastewater capacity. Potable water from the closest hydrant would be used for SCAQMD Rule 403 fugitive dust control requirements during construction. It is anticipated that water use for dust control would require only a small fraction of the available water (and only used for a portion of the four-month construction period). As such, the project would not require the installation of any new water facilities or wastewater discharge points. As no new capacity would be required, no significant environmental effects could result from the landfill closure. No impact would occur.

c. REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

LESS THAN SIGNIFICANT IMPACT. As discussed in Impact XVIII (b), potable water from the closest hydrant would be used for SCAQMD Rule 403 fugitive dust control requirements during construction. Some of this water could enter the stormdrain system, but would be negligible in quantity, only periodically during the four-month construction period, and would not require the development of new stormdrain facilities. The project would include improvements to the existing pump station, which collects surface water runoff from the Alamitos Peninsula and Belmont Shore areas. Any low flow/nuisance water during the dry season is collected at the pump station and directed from the pump pit to the City's waste water treatment system through the low flow diversion pump. Any large volume of flood water during storm season is be discharged into the Alamitos Bay for the first 72 hours through the main pumps when the stored water exceeds a certain elevation. Therefore, the project would improve overall stormdrain management. While the project includes a drainage control system, the construction of the project would not require new or expanded stormwater drainage facilities. Therefore, the project would have a less than significant impact.

d. HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?

LESS THAN SIGNIFICANT IMPACT. The project would not install any facilities which would require the long-term use of large quantities of water. It is anticipated that a small quantity of water would be utilized during construction for dust suppression and other uses. As discussed in Impact XVIII (b), potable water from the closest hydrant would be used for SCAQMD Rule 403 fugitive dust control requirements during construction. It is anticipated that water use for dust control would require only a small fraction of the available water (and only used for a portion of the four-month construction period). As such, would be able to be fulfilled from existing resources. The project would not require water during operation or new or expanded water entitlements or resources.

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?

LESS THAN SIGNIFICANT IMPACT. As discussed in Impact XVIII (b), the project would not add additional uses that would require an increase in wastewater capacity. During construction of the project, there could be a temporary increase in wastewater generation from construction activities. Thus, the project would not have a permanent or long-term change in wastewater generation and the project would not trigger the need for additional capacity from wastewater treatment providers.

f. BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?

LESS THAN SIGNIFICANT IMPACT. The project would only generate inert waste during construction, primarily from the removal of old infrastructure. Waste disposal generated by construction would be collected on site and taken to a nearby landfill with sufficient capacity. Operation and maintenance of the project would not generate quantities of waste that could affect the capacity or daily throughput of any nearby permitted landfill. Given the temporary nature of construction activities and the amount of anticipated waste during project O&M, impacts on nearby landfills would be less than significant.

g. COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

LESS THAN SIGNIFICANT IMPACT. As standard practice, Los Angeles County complies with all applicable laws and regulations related to solid waste generation, collection, and disposal. The project would result in a short-term and temporary increase in solid waste generation during project construction, but would not, directly or indirectly, affect standard solid waste operations of any landfill accepting waste. Recycling and reuse activities during construction would ensure that the project would comply with the California Integrated Waste Management Act of 1989 (AB 939). Once operational, the project would not generate solid waste at any relevant quantities. The project would comply with all solid waste regulations and impacts would be less than significant.

XIX. MANDATORY FINDING OF SIGNIFICANCE

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

Impact Analysis:

- 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?**

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The main objective of the project is to replace and upgrade aging facilities to increase system reliability during storms, by reducing the chance of failure during the life cycle of the project.

As described in Section IV (Biological Resources), the project would temporarily remove habitat for fish and other wildlife species. These impacts are expected to be less than significant given the short duration of the impacts and the abundance of similar habitat in areas surrounding the project site. Furthermore, the project is not expected to cause any fish or wildlife population to drop below self-sustaining levels because of the small scale of the impacts and the abundance of similar habitat in areas surrounding the project site. Several rare animals have a potential to be present within the project site. Impacts to these species would be avoided or minimized with the implementation of mitigation measures BIO-1, BIO-2, and BIO-3 and the project would not reduce the numbers or ranges of these species. The project would temporarily impact 0.005 acre (224 square feet) of eelgrass habitat which is a special-status plant community that provides essential fish habitat for protected marine fish species. The temporary loss of this habitat is not expected to result in a significant impact and BIO-5 would further ensure that this community is not impacted beyond the project site.

As discussed in Sections V (Cultural Resources and Paleontology) and XVII (Tribal Cultural Resources), a records search conducted in the project area did not identify any historical, cultural, paleontological, or tribal resources. To address the previously unknown resources, mitigation measures were identified to reduce potential impacts to cultural and paleontological resources. In addition, the County conducted formal consultation with one tribe. The County added a mitigation measure to reduce the potential for impacts to tribal resources. With these measures, impacts to cultural, paleontological, and tribal resources would be reduced to less than significant.

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.)

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. CEQA defines a cumulative impact as an effect that is created as a result of the combination of the project together with other projects (past, present, or future) causing related impacts. Cumulative impacts of a project need to be evaluated when the project's incremental effect is cumulatively considerable and, therefore, potentially significant.

As discussed in preceding Sections I (Aesthetics) through XVIII (Utilities and Service Systems), many of the potential impacts of the project would occur during construction, with few lasting operational effects. Because the construction-related impacts of the project would be temporary and localized, they would only have the potential to combine with similar impacts of other projects if they occur at the same time and in close proximity. Construction impacts caused by the project (primarily related to air quality, biological resources, cultural resources and paleontology, noise and tribal cultural resources) could combine with similar effects of other projects being built in the area. However, impacts would be less than significant with implementation of mitigation measures.

No current or probable future projects have been identified that would occur within the immediate project area during the project construction timeframe or that would, in conjunction with the project, contribute to cumulatively considerable environmental effects. As discussed in Section III (Air Quality), the project would generate additional air pollutant emissions during construction; however, these increases would be short term and would not exceed the thresholds of significance established by the SCAQMD. Therefore, the impact to air quality would not be cumulatively considerable.

As discussed in Section VII (Greenhouse Gas Emissions), the project would temporarily generate a small amount of GHG emissions from off-road equipment uses and on-road vehicle trips during project construction. Operation GHG emissions would not change from existing conditions. Estimated GHG emissions of the project would be well below the threshold of the federal and state mandatory reporting regulation. The project's GHG emissions would not trigger regulatory action under the federal 40 CFR Part 52 and the state Cap-and-Trade regulations. The cumulative impact would be less than significant.

As discussed in Section XII (Noise), operations and maintenance of the project would essentially be a continuation of the activities that have been occurring at the site since its operation. Therefore, there would be no permanent increase in ambient noise levels, and the project would not result in a cumulatively considerable noise impact.

As discussed in Section XVI (Transportation and Traffic), construction activities would generate some additional vehicle trips on a short-term and temporary basis. However, these increases would not be substantial, and there would be no cumulative traffic impact during construction. The project would generate substantially less than 500 project trips a day during construction and O&M phases. No increase in vehicle trips would occur during normal project operations.

c. DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED. The preceding sections of this Initial Study discuss various types of impacts that could have adverse effects on human beings, including:

- Potential impacts from air pollutant emissions during project construction (see Section III, Air Quality);
- Potential impacts on special-status plants and wildlife during project construction (see Section IV, Biological Resources);
- Potential impacts on cultural resources and paleontology from project construction (see Section V, Cultural Resources);
- Potential noise generated by project construction (see Section XII, Noise); and
- Potential impacts to tribal cultural resources from project construction (see Section XVII, Tribal Cultural Resources).

These impacts are temporary and are associated with the approximate 4-month project construction period. Each type of impact with the potential to cause substantial adverse effects on human beings has been evaluated, and this Initial Study concludes that all of these potential impacts can be mitigated to a less-than-significant level with implementation of mitigation measures. Therefore, the project would not involve any activities, either during construction or operation, which would cause significant adverse effects on human beings that cannot be readily mitigated to a less-than-significant level.

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Appendix A

List of Preparers

Appendix A. List of Preparers

A consultant team headed by Aspen Environmental Group prepared this document under the direction of the County of Angeles, Department of Public Works. The preparers and technical reviewers of this document are presented below.

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Desiree Martinez, RPA.....AB52 Tribal Consultation Support

Geotechnical Consultants, Inc.

Aurie Patterson, PG.....Geology/Soils, Hazards/Hazardous Materials, Mineral
Resources

Hernandez, Kroone & Associates

Nancy J. Holland, PETransportation/Traffic

Appendix B

Air Quality and Greenhouse Gas Emissions Calculations

Alamitos Bay Pump Station Project

Criteria Pollutant Emissions Summary

Unmitigated Emissions

Daily Emissions - Cofferdam Installation

Emissions Source	VOC (lb/day)	CO (lb/day)	NOX (lb/day)	SOX (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Onroad	0.22	1.79	0.72	0.01	0.08	0.03
Offroad	7.33	61.56	15.13	0.02	0.50	0.45
Fugitive Dust	--	--	--	--	0.97	0.17
Total	7.54	63.36	15.86	0.03	1.55	0.66

Daily Emissions - Excavation/Waste Removal

Emissions Source	VOC (lb/day)	CO (lb/day)	NOX (lb/day)	SOX (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Onroad	0.33	2.24	3.79	0.01	0.18	0.09
Offroad	0.82	7.71	7.90	0.01	0.47	0.43
Fugitive Dust	--	--	--	--	4.21	0.68
Total	1.16	9.95	11.69	0.03	4.86	1.20

GHG Emissions Summary

Emissions Source		
Onroad	0.67	Maximum Daily (MT)
Offroad	1.17	Maximum Daily (MT)
Total (MT)	221.31	Maximum day conservatively multiplied by 120 days of construction
30-Year Amortized	7.38	CO2 MT/Yr

Alamitos Bay Pump Station Project

Onroad Trip Assumptions

Cofferdam Installation

Type	Classification	Trips	Miles/Trip	Miles /day	Notes
Employee Commute	Passenger	16	30	480	
Fuel/Misc. Delivery	Delivery	2	30	60	
Heavy Haul to site/staging	Heavy Duty Truck	2	20	40	Can be sheet piling or new pipe, etc.
Hauls from staging	Heavy Duty Truck	2	0.5	1	10 minutes of idling added to each HHDT trip

Excavation/Waste Removal

Type	Classification	Trips	Miles/Trip	Miles /day	Notes
Employee Commute	Passenger	16	30	480	
Fuel/Misc. Delivery	Medium Duty Truck	2	30	60	
Heavy Haul to landfill/recycling	Heavy Duty Truck	3	70	210	Trips to Irwindale Concrete Recycling/Inert waste landfills
Hauls to staging	Heavy Duty Truck	20	0.5	10	10 minutes of idling added to each HHDT trip except watering truck

Fugitive Dust Assumptions

Employees park on Ocean Blvd, so all travel is paved.

All trucks are assumed to have limited travel on-site and on the staging area of 1/4 mile unpaved total per trip. All other truck travel is assumed to be paved.

Alamitos Bay Pump Station Project

On-Road Emissions

Unmitigated Emissions Factors (EMFAC 2017 Fleet Average - South Coast Air Basin)

Vehicle	VOC	CO	NOx	SOx	PM10	PM2.5	CO2	
Passenger	0.0004	0.0031	0.0003	7.36E-06	0.0001	4.55E-05	0.7446	lb/mlie
Delivery	0.0003	0.0011	0.0062	1.92E-05	0.0005	2.83E-04	2.0365	lb/mlie
HHDT	0.0004	0.0022	0.0108	3.32E-05	0.0004	2.11E-04	3.5139	lb/mlie
HHDT Idle	0.0121	0.0411	0.1892	4.41E-04	0.0009	8.18E-04	46.7173	lb/hr

Cofferdam Installation		Daily Emissions (lbs)						
Vehicle	Daily VMT	VOC	CO	NOx	SOx	PM10	PM2.5	CO2
Passenger	480	0.17	1.49	0.14	0.00	0.05	0.02	357.42
Delivery	60	0.02	0.19	0.02	0.00	0.01	0.00	44.68
HDDT	41	0.02	0.09	0.44	0.00	0.02	0.01	144.07
	Daily Hours							
HHDT Idle	0.66666667	0.01	0.03	0.13	0.00	0.00	0.00	31.14
		0.22	1.79	0.72	0.01	0.08	0.03	577.31

Excavation/Waste Removal		Daily Emissions (lbs)						
Vehicle	Daily VMT	VOC	CO	NOx	SOx	PM10	PM2.5	CO2e
Passenger	480	0.17	1.49	0.14	0.00	0.05	0.02	357.42
Delivery	60	0.02	0.07	0.37	0.00	0.03	0.02	122.19
HDDT	220	0.09	0.48	2.37	0.01	0.10	0.05	773.06
	Daily Hours							
HHDT Idle	4.83333333	0.06	0.20	0.91	0.00	0.00	0.00	225.80
		0.33	2.24	3.79	0.01	0.18	0.09	1478.47

Alamitos Bay Pump Station Project

Off-Road Emissions

Assumptions:

- 1) Emissions factors are based on OFFROAD Model (2017) fleet average equipment within the South Coast Air Basin in 2020.
- 2) Work barge has two outboard 4-stroke gasoline engines (two @90), emissions calculated using the CARB Spark-Ignition Marine Watercraft mode

Unmitigated Emissions Factors

Equipment	HP	VOC	CO	NOx	SOx	PM10	PM2.5	CO2
All Terrain Crane	355	0.0673	0.5416	0.8187	1.096E-03	0.0323	0.0297	118.77
Vibratory Hammer Engine	275	0.0442	0.3288	0.5603	1.475E-03	0.0163	0.0150	159.70
Work Barge	180	1.5638	13.4773	0.7640	9.219E-04	0.0065	0.0049	71.15
R/T Forklift/Telehandler	74	0.0890	0.3453	0.5223	3.433E-04	0.0422	0.0388	37.37
Small Excavator	97	0.0241	0.2864	0.2467	3.962E-04	0.0147	0.0136	42.92
Small Excavator/Breaker	97	0.0241	0.2864	0.2467	3.962E-04	0.0147	0.0136	42.92
Backhoe/Loader	108	0.0278	0.3130	0.2823	4.285E-04	0.0177	0.0163	46.43
		lbs/hour	lbs/hour	lbs/hour	lbs/hour	lbs/hour	lbs/hour	lbs/hour

			Emissions lbs/day						
Cofferdam Installation	Number	Hours/Day	VOC	CO	NOx	SOx	PM10	PM2.5	CO2
All Terrain Crane	1	8	0.54	4.33	6.55	0.01	0.26	0.24	950.19
Vibratory Hammer Engine	1	8	0.35	2.63	4.48	0.01	0.13	0.12	1277.64
Work Barge	1	4	6.26	53.91	3.06	0.00	0.03	0.02	284.61
R/T Forklift/Telehandler	1	2	0.18	0.69	1.04	0.00	0.08	0.08	74.73
			7.33	61.56	15.13	0.02	0.50	0.45	2587.16

			Emissions lbs/day						
Excavation/Waste Removal	Number	Hours/Day	VOC	CO	NOx	SOx	PM10	PM2.5	CO2
All Terrain Crane	1	2	0.13	1.08	1.64	0.00	0.06	0.06	237.55
Small Excavator	1	8	0.19	2.29	1.97	0.00	0.12	0.11	343.34
Small Excavator/Breaker	1	4	0.10	1.15	0.99	0.00	0.06	0.05	171.67
Backhoe/Loader	1	8	0.22	2.50	2.26	0.00	0.14	0.13	371.41
R/T Forklift/Telehandler	1	2	0.18	0.69	1.04	0.00	0.08	0.08	74.73
			0.82	7.71	7.90	0.01	0.47	0.43	1198.70

Alamitos Bay Pump Station Project

Fugitive Dust Emissions

Assumptions:

1. Fugitive dust emissions are estimated using AP-42.
2. Equipment usage, amount of material handling, and VMT assumptions are presented under "Schedule & Equipment" and "Onroad Vehicles Emission Calculations" above.
3. Rule 403 compliance is assumed, so "unmitigated" emission factors include watering, moist soil, and unpaved travel speed reduction.

Emission Categories

- 1) Earthmoving
- 2) Paved Road Dust
- 3) Unpaved Road Dust
- 4) Wind Erosion

1) Earthmoving

Material Loading/Handling (AP-42, p. 13.2.4.3)

$$E = (k)(0.0032)[(U/5)^{1.3}]/[(M/2)^{1.4}]$$

E = lb/ton

k = Particle Size Constant (0.35 for PM10 and 0.053 for PM2.5)

U = average wind speed = 15 MPH worst-case/average

M = moisture content = 12% per compliance with Rule 403

Four separate drops are assumed for bulk material movement as a worst-case

Maximum daily throughput is assumed to be 240 cy with density of 1.35 tons/cy for Excavation/Waste Removal phase, no earthmoving during cofferdam installation.

	tons/day	Transfer Points
Max Day	324	4

Emission Factors and Emissions

Emission Factors

PM10 Daily	PM2.5 Daily
0.00038	0.00006

Emissions (Lbs/day)

	PM10	PM2.5
Max Day	0.49	0.07

2) Paved Road Dust

$$E = [k \times (sL)^{0.91} \times (W)^{1.02}] \times (1-P/4N)$$

E = lb/VMT

k = Constant (0.0022 for PM10 and 0.00054 for PM2.5)

sL = Silt Loading (assumed to be 0.06 g/m² for 5,000<ADT<10,000 of Table 13.2.1-2)

W = Average weight of vehicles in tons (calculated below)

P = Days of precipitation (34 assumed for annual calculation)

N = Days in period (365 for annual calculation)

Alamitos Bay Pump Station Project

Fugitive Dust Emissions

Average Vehicle Weight Calculation

Assumptions

Passenger Vehicles = 2 tons average

Midsized "Delivery" Vehicles = 12 ton average

Heavy-Heavy Duty Trucks = 27 tons average (loaded 40 tons, unloaded 14 tons)

Daily Case VMT	Passenger Vehicles	Delivery/Work Vehicles	Heavy-Heavy Duty Vehicles	Total Paved VMT	Average Weight (Tons)
Cofferdam Installation	480	60	40	580	5.0
Excavation/Waste Removal	480	60	214	753	10.7

Daily Emission Factors (lb/VMT)

	PM10 Daily	PM2.5 Daily
Cofferdam Installation	0.00087	0.00021
Excavation/Waste Removal	0.00191	0.00047

Emissions (Lbs/day)

	PM10	PM2.5
Cofferdam Installation	0.50	0.12
Excavation/Waste Removal	1.44	0.35

B) Unpaved Road Dust

$$E = (k)[(s/12)^{0.9}][[(W/3)^{0.45}][(365-P)/365]$$

k = constant = 1.5 lb/VMT for PM10 and 0.15 lb/VMT for PM2.5

s = Silt Content (assumed to be 4.8% - AP-42 Section 13.2.2 for Sand and Gravel processing plant road)

W = avg. vehicle weight = calculated below

No correction for number of wet days due to assumption of required mitigation

Average Vehicle Weight Calculation

Assumptions

1. Personal/Professionals/inspection Vehicles stay on paved roads
2. Midsized "Delivery" Vehicles = 12 ton average that transit site unpaved area 0.25 miles per trip.
3. Import and export trips include (27-ton average) on-highway vehicles that transit site unpaved area 0.25 miles per trip.
4. For LST purposes all unpaved road dust is considered in the local emissions totals.

Daily Case VMT	Delivery/Work Vehicles	Heavy-Heavy Duty Vehicles	Total Unpaved VMT	Average Weight (Tons)
Cofferdam Installation	0.50	1	2	22.0
Excavation/Waste Removal	0.50	6	6	25.8

Unmitigated Emission Factors and Emissions

Emission Factors (lb/VMT)

	PM10 Daily	PM2.5 Daily
Cofferdam Installation	0.31	0.03
Excavation/Waste Removal	0.34	0.03

Emissions (Lbs/day)

	PM10	PM2.5
Cofferdam Installation	0.47	0.05
Excavation/Waste Removal	2.09	0.21

Emissions (assumes 55 percent for watering and 57 percent control for 15 mph speed per Rule 403 requirements)

Alamitos Bay Pump Station Project

Fugitive Dust Emissions

4) Disturbed Area Windblown Emissions

Assumptions

1. Emission Factor is 0.38 tons/disturbed acres/year of Total Suspended Particulate (AP-42 Section 11.9)
2. PM10 and PM2.5 fractions of TSP are 0.489 and 0.102 respectively per CEIDARS factors from SCAQMD CEQA Website
3. The maximum disturbed area is the soil excavation pile on the staging area, which is assumed to be 0.4 acres, but not during the cofferdam construction phase.
4. Disturbed areas are controlled by watering - 55% control
5. Restoration of disturbed acres creates no net emission increase of permanently disturbed acres

Disturbed Acres (max day acres)	Emissions (Lbs/day)	
	PM10	PM2.5
0.40	0.18	0.04

Fugitive Dust Emissions Summary

Maximum Day

	Cofferdam Construction		Excavation/Waste Removal	
	Maximum Lbs/Day		Maximum Lbs/Day	
	PM10	PM2.5	PM10	PM2.5
Material Loading/Handling	NA	NA	0.49	0.07
Paved Road Dust	0.50	0.12	1.44	0.35
Unpaved Road Dust	0.47	0.05	2.09	0.21
Wind Erosion	NA	NA	0.18	0.04
Total	0.97	0.17	4.21	0.68

Alamitos Bay Pump Station Project

Localized Criteria Pollutant Emissions Summary

Assumptions

- 1) Peak localized emissions that occur closest to the on-site sensitive receptors are conservatively assumed to include:
 - a) All off-road equipment emissions.
 - b) The idling tailpipe emissions, but none of the in-transit on-road tailpipe emissions, including none of the paved road dust.
 - c) All of the worst-case daily on-site fugitive dust emissions sources (material handling, unpaved road dust, and wind erosion).

Unmitigated Emissions

Daily Emissions - Cofferdam Installation

Emissions Source	CO (lb/day)	NOX (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Offroad	61.56	15.13	0.50	0.45
Onroad	0.03	0.13	0.00	0.00
Fugitive Dust	--	--	0.47	0.05
Total	61.59	15.26	0.97	0.50

Daily Emissions - Excavation/Waste Removal

Emissions Source	CO (lb/day)	NOX (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Offroad	7.71	7.90	0.47	0.43
Onroad	0.20	0.91	0.00	0.00
Fugitive Dust	--	--	2.77	0.32
Total	7.91	8.81	3.24	0.76

Appendix C

Biological Inventory Survey

August 12, 2015

Ms. Ebigalle Voigt
County of Los Angeles Department of Public Works
900 S Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

**Subject: Alamitos Bay Pump Station Discharge Pipe Supports Replacement Project –
Biological Inventory Survey**

Dear Ms. Voigt:

The County of Los Angeles Department of Public Works (LACDPW) has retained AECOM to provide biological services for the Alamitos Bay Pump Station Discharge Pipe Supports Replacement Project in Long Beach, California (Figure 1). A reconnaissance-level survey was conducted at the project site to detect the presence of sensitive and other incidental biological resources. This letter summarizes the results of the July 16, 2015, visit to the Alamitos Bay Pump Station site.

Project Description

LACDPW proposes to implement the project, which would remove existing discharge pipe supports in Alamitos Bay and construct new steel piles, a concrete discharge box, and a deck. The project would involve the removal of existing timber piles, a timber deck and railing, an observation cabin, and three reinforced concrete pipes, precast concrete cribbing elements, and 6-inch diameter steel pipe. Currently, the three existing concrete pipes are supported by eight timber piers, with one timber pile at each end of the pier. As part of the proposed project, the existing piles would be replaced with new steel piles and pre-cast reinforced concrete pile caps. The exposed portions of the piles would be enclosed by PVC pipe sleeves filled with grout to reduce corrosion and the need for future maintenance, as well as improve the aesthetics of the piles. Additionally, the three existing reinforced concrete pipes would be removed and replaced with a pre-cast reinforced concrete discharge box. A new cast-in-place reinforced concrete transition structure with wingwalls would convey the discharge flow from the pump station to the proposed concrete box. The exterior of the pre-cast reinforced concrete discharge box would include a textured concrete surface and aesthetic design. In addition, a new deck and picket handrail would be constructed on top of the concrete discharge box. The proposed project also involves the replacement of the pump station roof to accommodate a new ceiling-mounted crane within the station. The existing roof would be removed and the new roof would be constructed approximately 3 feet higher. An existing wood door would also be removed and replaced with a new steel roll-up door.

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Methodology

Background research for the project included a literature review of documents previously prepared for the Termino Avenue Drain Replacement Project in Alamitos Bay (EDAW 2006, 2007, 2009). Prior to conducting fieldwork, AECOM biologists reviewed regional biological resource information provided by the California Natural Diversity Database (CNDDDB) (CDFW 2015) and the California Native Plant Society's (CNPS) inventory of rare and endangered vascular plants of California. This allowed the biologists to prepare a list of potentially occurring plant and animal species of concern. On July 16, 2015, a visit to the Alamitos Bay Discharge Pipe site was conducted by scientific divers Michael Ireland and Alonso Gonzalez Cabello, and biologist Barbra Calantas. This visit included vegetation/land cover mapping, general wildlife surveys, general plant surveys, and a marine survey. A formal jurisdictional determination of U.S. Army Corps of Engineers (USACE) jurisdiction was not conducted.

Vegetation on the project site was mapped onto an aerial photograph of the site; results were transferred to geographic information system (GIS) software to calculate acreages.

General wildlife surveys were conducted by walking wandering transects of the terrestrial portion of the project site while recording all observed wildlife species. In addition, all suitable nesting areas (e.g., trees, bushes, and building eaves) within 500 feet were surveyed for active bird nests. All bird species observed during this survey were recorded (Attachment 1).

General plant surveys involved searching for target sensitive species expected in the region by walking meandering transects through all habitats on the project site. The only potentially occurring sensitive plant species, the estuary seablite (*Suaeda esteroa*; CNPS Plant List 1B.2), flowers from May to October, but predominantly in the late summer (Ferren 1993), and may not have been detectable so early in the flowering period.

Marine surveys involved conducting SCUBA surveys at low tide when the in-water area of the project site was no deeper than 12 feet. Prior to surveying the area, the in-water corners of the project site were identified and marked with floats using global positioning system (GPS) technology. Scientific divers conducted a preliminary examination of the area by swimming along the bottom across the entire in-water area observing subtidal habitat including any rooted subtidal vegetation or anchored macroalgae. Once the general extents of subtidal habitat were identified, scientific divers swam the perimeter of any distinct habitat types and used floating GPS technology to record a track of these edges. These data were transferred to GIS to calculate acreages. All observed marine species were recorded during these surveys (Attachment 1).

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Vegetation Communities and Other Cover Types

The project site is characterized by four distinct vegetation communities and land cover types: open water, eelgrass bed, sand, and developed. These are described in more detail below and are displayed in Figure 2. Photographs of the representative habitat types are provided in Attachment 2 and the photo locations are displayed in Figure 3.

Open Water

The open water portion of the study area is within Alamitos Bay, used for recreational boating and swimming. Open water habitats on-site include sand and subtidal soft bottom. This vegetation community and the associated acreage calculations include the area from mean sea level to the in-water extents of the project boundary. Approximately 0.14 acre (6,203 square feet) of open water habitat occurs on-site (Figure 2).

Eelgrass

The only subtidal habitats noted within the project site were bare ground (open water) and eelgrass, a flowering subtidal grass. The subtidal soft bottom and protection within Alamitos Bay provide ideal habitat for eelgrass beds. Eelgrass is a flowering marine plant that forms meadows in Southern California embayments. This species of eelgrass grows in Alamitos Bay between the ocean entrance channel and Marine Stadium at depths between 0 feet mean lower low water (MLLW) and -12 feet MLLW. Figure 2 maps the existing eelgrass in the project footprint and in a 50-foot buffer of the project footprint.¹ Eelgrass vegetation was mapped using a GPS unit and a team of two snorkeling biologists. Approximately 0.005 acre (224 square feet) of eelgrass habitat occurs within the project footprint (Figure 2). An additional 0.06 acre (2,584 square feet) of eelgrass habitat occurs within a 50-foot buffer of the project footprint (Figure 2).

Beach (64400)

Beaches include sandy and/or cobbly habitat on coastal strands, lagoons, or lakes. Ocean beaches are a shoreline feature of deposited sand formed by waves and tides off the coast. Beaches on lakes may be a result of waves, disturbance, or geological formations. Beaches are mainly unvegetated areas; however, upper portions may be thinly populated with herbaceous species (Holland 1986). The unvegetated beach area on-site is heavily used for recreational purposes and is manicured by the City of Long Beach using grading tractors. Approximately 0.19 acre (8,489 square feet) of beach occurs on-site (Figure 2; Photos 3 and 6).

¹ A 50-foot buffer of the project footprint was established in all subtidal areas where it was safe for scientific divers to enter. A portion of the subtidal area buffer to the southeast of the footprint was inaccessible due to recreational boat activity and the presence of a boat dock. This area is not included in the report or on report maps. This buffer was mapped to aid in assessment of indirect impacts caused by the implemented Project per the California Eelgrass Mitigation Policy and Implementing Guidelines (NOAA NMFS 2014).

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Developed

Developed areas include the beach parking lot, the pump station building and fenced yard, a boat shed, and the pipe outfall structure. There are no native or exotic plant species in the developed areas. Approximately 0.12 acre (5,309 square feet) of developed area occurs on-site (Figure 2).

Sensitive Biological Resources

Special-status species considered in this report include species listed or proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) (USFWS 2015), the California ESA (CDFW 2015b), or the California Native Plant Protection Act. Also included are species of special concern to the California Department of Fish and Wildlife (CDFW 2015b); species on CNPS lists 1A, 1B, and 2; species covered under the Migratory Bird Treaty Act (MBTA); and species covered under the Marine Mammal Protection Act (MMPA). In addition, habitats covered by the Magnuson–Stevens Fishery Conservation and Management Act (MFCMA) were considered. For this report, all birds in the sensitive species list are protected under the MBTA.

Marine Habitat – Eelgrass Beds

Approximately 0.005 acre (224 square feet) of eelgrass habitat occurs in the project footprint, with an additional 0.06 acre (2,584 square feet) occurring within 50 feet of the project footprint (Figure 2). Alamitos Bay is considered Essential Fish Habitat (EFH), defined as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” (16 U.S. Code 1802[10]) under the MFCMA. The proposed project is located within an area designated as EFH for one Fisheries Management Plan (FMP), the Coastal Pelagics Management Plan. Although not observed during eelgrass surveys, of the 86 species managed under all of the FMP, four are known to occur in the San Pedro Channel area and potentially within Alamitos Bay: northern anchovy, Pacific sardine, Pacific mackerel, and jack mackerel (EDAW 2009).

The eelgrass canopy (consisting of shoots and leaves approximately 2 to 3 feet long) attracts many marine invertebrates and fishes, and the added vegetation and vertical relief it provides enhances the abundance and diversity of marine life compared to areas where the sediments are barren. The vegetation also serves a nursery function for many juvenile fish and invertebrates, including species of commercial and/or sports fish value (California spiny lobster, California halibut, and barred sand bass). A diverse community of bottom-dwelling invertebrates (i.e., clams, crabs, and worms) lives within the soft sediments that cover the root and rhizome mass system. Eelgrass meadows are also critical foraging centers for seabirds (such as the endangered California least tern) that seek out baitfish (i.e., juvenile topsmelt) attracted to the eelgrass cover. Eelgrass is an important contributor to the detrital (decaying organic) food web of bays, as the decaying plant material is consumed by many benthic invertebrates (such as polychaete worms) and reduced to primary nutrients by bacteria.

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Wildlife

The project study area includes a variety of marine and bird species. During the general wildlife and marine surveys, nine bird species and eight marine species were detected in the project site, or within a 500-foot radius of the project site for birds. A faunal inventory was compiled of species encountered or detected during the surveys and is included in Attachment 1.

A CNDDDB search of the project site and a 5-mile radius of the site resulted in 21 sensitive animal species known to occur in the general project area. In addition, two pinniped species covered by the MMPA were also considered. All sensitive wildlife species that have a potential to occur on the site are listed in Attachment 3, including their sensitivity status, habitat requirements, and probabilities for occurrence. None of these sensitive species have been observed directly in the project area. Among these 23 species, three have a moderate potential to occur, five have a low potential to occur, five have a very low potential to occur, and 10 are not expected to occur on the project site. Of the four federal or state threatened or endangered wildlife species that have a potential to occur within the project area based on the proximity of known habitats or populations, one has a low potential to occur and three have a very low potential to occur.

Invertebrates

No listed or nonlisted sensitive invertebrate species were determined to have a high or moderate potential to occur on the project site. Information about invertebrate species that were determined to have a low potential to occur or very low potential to occur, or are not expected to occur on the site is provided in Attachment 3.

Reptiles

No listed or nonlisted sensitive reptile species were determined to have a high or moderate potential to occur on the project site. Information about reptile species that were determined to have a low potential to occur or very low potential to occur, or are not expected to occur on the site is provided in Attachment 3.

Birds

No birds protected under the MBTA were observed exhibiting nesting or courtship behavior. Ornamental eucalyptus and palm trees adjacent to the site may provide potential nesting habitat for small raptors and cavity nesting birds (Photos 4 and 5). Among listed and nonlisted sensitive bird species, only the delisted federal and state endangered California brown pelican (*Pelecanus occidentalis*), now a California Department of Fish and Wildlife (CDFW) Species of Special Concern, was determined to have a moderate potential to occur on the project site. The California brown pelican is discussed below. Information about bird species that were determined to have a low potential to occur or very low potential to occur, or are not expected to occur on the site is provided in Attachment 3.

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California brown pelican is found primarily within 12 miles of shore, but regularly up to 100 miles away from the coast. Pelicans are common along the coast throughout the year. The area extent of the foraging range of the brown pelican off the California coast is greatest in the Southern California Bight. This wide distribution is likely tied to the presence of several offshore islands that provide roosts and subsea topography that enhances thermal upwelling, which both support healthy populations of prey items. California brown pelican is found in estuarine, marine, subtidal, and marine pelagic waters. It requires water, rocky cliffs, jetties, sandy beaches, or mudflats for roosting, and open water for foraging. Although these birds were not observed at or within 500 feet of the project site during the site visit, conditions on-site may be favorable for foraging pelicans. There are no potential roost areas for pelicans in the vicinity of the site.

Mammals

Two nonlisted pinniped species protected by the MMPA, California sea lion (*Eumetopias jubatus*) and harbor seal (*Phoca vitulina*), were determined to have a high or moderate potential to occur on the project site. These two species are discussed below. Information about mammal species that were determined to have a low potential to occur or very low potential to occur, or are not expected to occur on the site is provided in Attachment 3.

California sea lion is a year-round resident of the Southern California Bight. In this area, California sea lion breeds in large colonies, or rookeries, on San Miguel and San Nicolas Islands, with smaller breeding colonies on Santa Barbara and San Clemente Islands. Breeding occurs from May through August. California sea lions are gregarious and are often observed in small groups swimming, porpoising, surfing waves, or resting on shore. They tend to prefer haul-out sites that have limited human access, and the appearance of a person can frighten the group into the water. Sea lions seem to be habituated to constant or low-frequency sounds, but they have been known to be alarmed by sudden loud noises (Dailey et al. 1993). The nearest known California sea lion haul-out location is 29 miles to the southwest at Bird Rock off the coast of Santa Catalina Island (NOAA NMFS 2013).

Harbor seal is the most common pinniped in the world, occurring in the Atlantic and Pacific Oceans. Pacific harbor seal ranges from Herschel Island, Alaska, to Baja California. Eastern Pacific harbor seal (*Phoca vitulina richardsi*) is a subspecies that occurs within the Southern California Bight. Breeding season in California is from March through June, with peak pupping in April and May. Harbor seals maintain haul-out sites on both mainland and island coasts that have unrestricted access to the water. They are sensitive to human disturbance but will reoccupy a site once they no longer feel threatened (Dailey et al. 1993). The nearest known eastern Pacific harbor seal haul-out location is 29 miles to the southwest at Eagle Rock off the western tip of Santa Catalina Island (NOAA NMFS 2013).

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These species were not observed on-site during surveys. However, sea lions and seals were infrequently observed in the vicinity of the Termino Avenue Drain Replacement Project outfall construction site and subsequent eelgrass transplant beds. Further, these species are often observed in the vicinity of the Alamitos Bay Marina. While these species may initially be wary of construction noise, they can become habituated to the activity and may approach the project site. However, no haul-out habitat is present on-site for either species.

Plants

A CNDDDB search of the project site and a 5-mile radius resulted in 10 sensitive plant species known to occur in the general project area. Of these species, only the estuary seablite has any potential to occur on-site. Information about plant species that were not expected to occur on the site is provided in Attachment 3.

Estuary seablite was not observed on-site and was determined to have a low potential to occur on the project site. The leaves of estuary seablite are pale to green, densely crowded and overlapping, and up to 3.5 centimeters (approximately 1.5 inches) in length. Plants flower from May through October, but predominantly in the late summer (Ferren 1993). The survey was conducted early in the flowering period; however, due to the highly developed state of the project site, the presence of a native species such as estuary seablite would have likely stood out against the ornamental landscape, even without flowers. This species occurs in coastal salt marshes, swamps, and tidal flats, and is found in clay, silt, and sand substrates just above the mean higher high water level. On the project site, highly disturbed sand substrates just above mean higher high water level are present. However, recreation and maintenance activities in this area make it unlikely that this plant has established on-site.

Conclusions

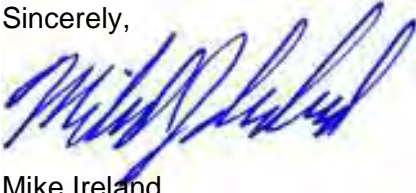
Open water on-site may periodically support pinnipeds protected by the MMPA. While highly unlikely, it is also possible that a transient green turtle may enter Alamitos Bay and approach the project site. California brown pelican may forage in the open water areas adjacent to the project site, and other birds may nest in the vicinity.

Biological monitoring and other relevant avoidance measures may need to be implemented during construction for nesting birds and marine mammals. Any proposed in-water work will likely need to be reviewed by the National Marine Fisheries Service (NMFS), as the intertidal areas where eelgrass was observed are considered EFH. Standard construction best management practices and monitoring during construction would likely be sufficient avoidance measures. Following construction, implementation of eelgrass bed restoration at the site would improve habitat conditions for marine species inhabiting the bay, outweighing any temporary disturbance associated with construction.

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Additional studies, such as a formal jurisdictional determination, an eelgrass mitigation plan, and regulatory permits from USACE, the Regional Water Quality Control Board, the California Coastal Commission, and the City of Long Beach, may be necessary for in-water work.

Sincerely,



Mike Ireland
Task Manager



Bill Graham
Project Director

cc: Cristina Chung, AECOM

Enclosures:

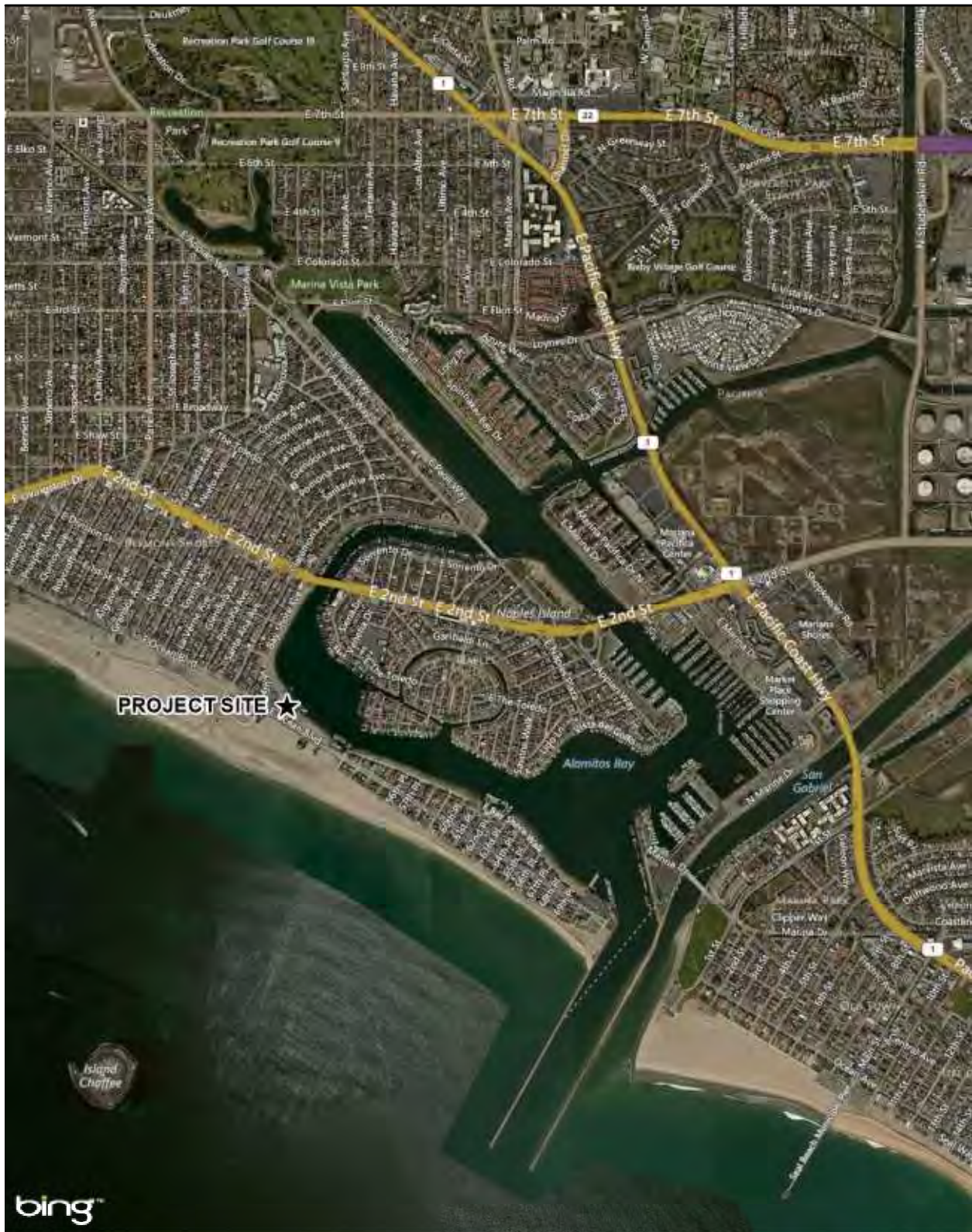
- Figure 1. Vicinity Map
- Figure 2. Vegetation Communities and Other Land Cover Types
- Figure 3. Photopoint Map
- Attachment 1. Incidental Wildlife Species Observed in the Study Area
- Attachment 2. Site Photos
- Attachment 3. Potentially Occurring Special-Status Wildlife Species

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FIGURES



Source: AECOM 2015; LADPW 2015; Image courtesy of USGS Image courtesy of LAR-IAC Earthstar Geographics SIO © 2015 Microsoft Corporation © 2015 HERE © AND

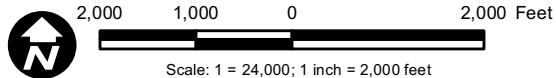


Figure 1
Vicinity Map

Alamos Bay Discharge Pipe Supports Replacement Project - 2015 Biological Inventory Survey Letter Report

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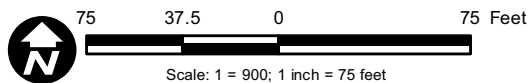


Figure 2
Vegetation Communities and Other Cover Types

Alamitos Bay Discharge Pipe Supports Replacement Project - 2015 Biological Inventory Survey Letter Report

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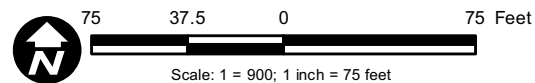


Figure 3
Photopoint Map

Alamos Bay Discharge Pipe Supports Replacement Project - 2015 Biological Inventory Survey Letter Report

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ATTACHMENT 1
INCIDENTAL WILDLIFE SPECIES OBSERVED ON-SITE

Attachment 1
Incidental Wildlife Species Observed in the Study Area

Marine Algae and Plant Species

Eelgrass (*Zostera marina*)
Sea lettuce (*Ulva* spp.)
Sea fir (*Analipus japonicus*)
Sea cauliflower (*Leathesia difformis*)

Marine Wildlife Species

Blackeye goby (*Rhinogobiops nicholsii*)
California mussel (*Mytilus californianus*)
Pacific oyster (*Crassostrea gigas*)
Lined shore crab (*Pachygrapsus crassipes*)
California aglaja (*Navanax inermis*)
Nudibranch (*Dendrodoris fumata*)
Tunicate spp.
Limpet spp.

Bird Species (within 500 feet)

American crow (*Corvus brachyrhynchos*)
Forster's tern (*Sterna forsteri*)
House sparrow (*Passer domesticus*)
Lesser goldfinch (*Spinus psaltria*)
Mourning dove (*Zenaida macroura*)
Northern rough-winged swallow (*Stelgidopteryx serripennis*)
Rock pigeon (*Columba livia*)
Snowy egret (*Egretta thula*)
Yellow-rumped warbler (*Setophaga coronata*)

ATTACHMENT 2
SITE PHOTOS



Photo 1: Looking at the eelgrass bed northwest of the outfall pipe.



Photo 2: Looking at the eelgrass bed southeast of the outfall pipe.



Photo 3: Looking northwest from the pump facility along the vehicle access route.



Photo 4: Looking west at the eucalyptus trees adjacent to (off-site) the vehicle access route.



Photo 5: Looking southwest at the palm trees adjacent to (off-site) the vehicle access route. Note that the trees are well maintained with no senesced vegetation remaining.



Photo 6: Looking east from the pump facility along the vehicle access route. Note only ornamental and nonnative vegetation observed.

ATTACHMENT 3
POTENTIALLY OCCURRING
SPECIAL-STATUS WILDLIFE SPECIES

Attachment 3
Potentially Occurring Special-Status Wildlife Species

Common Name	Scientific Name	Status ¹	General Habitat Description	Potential for Occurrence On-Site
<i>Invertebrates</i>				
western tidal-flat tiger beetle	<i>Cicindela gabbii</i>	Tracked by CNDDDB	Salt marshes and mud flats.	Not expected. This species was not observed and suitable habitat is not present on-site.
sandy beach tiger beetle	<i>Cicindela hirticollis gravida</i>	Tracked by CNDDDB	Dune habitat near the ocean with moist sand.	Low potential to occur on-site. This species was not observed on-site. Disturbed potential habitat present on-site.
western beach tiger beetle	<i>Cicindela latesignata latesignata</i>	Tracked by CNDDDB	Saline mudflats and moist sandy spots in estuaries.	Low potential to occur on-site. This species was not observed on-site. Disturbed potential habitat present on-site.
senile tiger beetle	<i>Cicindela senilis frosti</i>	Tracked by CNDDDB	Coastal salt marshes and mud flats.	Not expected. This species was not observed and suitable habitat is not present on-site.
monarch butterfly	<i>Danaus plexippus</i>	Tracked by CNDDDB	Found in conifer forests, grasslands, old fields, dune habitat, scrublands, chaparral, orchards, woodlands, and herbaceous and shrub wetlands. Breeds in patches of milkweed.	Not expected. This species was not observed and suitable habitat is not present on-site. Eucalyptus trees adjacent to the site may provide potential roost habitat.
mimic tryonia (=California brackishwater snail)	<i>Tryonia imitator</i>	Tracked by CNDDDB	Permanently submerged; coastal lagoons, estuaries, and salt marshes.	Not expected. This species was not observed and suitable habitat is not present on-site.
<i>Reptiles</i>				
green turtle	<i>Chelonia mydas</i>	NMFS: Threatened	Often found July through September off the coast of California. Prefer eelgrass beds as forage and influx of warmer waters.	Low potential to forage in open water adjacent to the site. The nearest know aggregation is approximately 100 miles south in San Diego Bay.

Common Name	Scientific Name	Status ¹	General Habitat Description	Potential for Occurrence On-Site
western pond turtle	<i>Emys marmorata</i>	CDFW: Species of Special Concern	Occupies slow-moving brackish or freshwater rivers and streams, lakes, ponds, reservoirs, permanent and ephemeral shallow wetlands, and various human-created water bodies (Stebbins 2003). Nesting typically occurs along water body margins, although will nest some distance from water.	Not expected. This species was not observed and suitable habitat is not present on-site.
coast horned lizard	<i>Phrynosoma blainvillii</i>	CDFW: Species of Special Concern	A variety of habitats, including sage scrub, chaparral, coniferous and broadleaf woodlands (Stebbins 2003). Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	Not expected. This species was not observed and suitable habitat is not present on-site.
Birds				
California brown pelican	<i>Pelecanus occidentalis</i>	USFWS: Delisted CDFW: Delisted, now a Species of Special Concern and Fully Protected	Nests on offshore islands. Occurs on coastal saltwater and on the open ocean, particularly within a few miles of shore.	Moderate potential to forage in open water adjacent to the site.
light-footed clapper rail	<i>Rallus longirostris levipes</i>	USFWS: Endangered CDFW: Endangered	Occurs in saltwater marshes traversed by tidal sloughs where <i>Spartina foliosa</i> and <i>Salicornia</i> sp. are dominant vegetation. Requires dense vegetation for nesting and/or escape cover.	Not expected to nest on-site due to lack of saltmarsh and emergent vegetation on-site and volume of human traffic.
western snowy plover	<i>Charadrius alexandrinus nivosus</i>	USFWS: Threatened CDFW: Species of Special Concern	Can be found on sandy beaches on marine and estuarine shores, salt pond levees, and the shores of large alkali lakes. Requires sandy or gravelly soils for nesting.	Very low potential to nest on-site based on current habitat quality and volume of human traffic at the site.

Common Name	Scientific Name	Status ¹	General Habitat Description	Potential for Occurrence On-Site
California least tern	<i>Sterna antillarum browni</i>	USFWS: Endangered CDFW: Endangered	Breeds on bare or sparsely vegetated flat sandy beaches, alkali flats, landfills, or paved areas.	Very low potential to nest on-site based on current habitat quality and volume of human traffic at the site. Potential to forage in open water adjacent to the site.
western burrowing owl	<i>Athene cunicularia</i>	CDFW: Species of Special Concern	Found mainly in grassland and open scrub from the seashore to foothills. Strongly associated with ground squirrel burrows.	Very low potential for occurrence based on current lack of burrow habitat.
bank swallow	<i>Riparia riparia</i>	CDFW: Threatened	Occur near water along the sandy banks of rivers or lakes. Nest in burrows dug into these sandy banks.	Very low potential to nest on-site based on current habitat quality and volume of human traffic at the site.
Belding's savannah sparrow	<i>Passerculus sandwichensis beldingi</i>	CDFW: Endangered	Endemic only to Southern California's and Baja California, Mexico's coastal salt marshes.	Not expected to nest on-site due to lack of saltmarsh and other associated vegetation necessary for nesting at the site.
tricolored blackbird	<i>Agelaius tricolor</i>	CDFW: Species of Special Concern	Preferred habitats include annual grasslands, wet and dry vernal pools, and other seasonal wetlands.	Not expected to nest on-site due to lack of saltmarsh and emergent vegetation necessary for nesting at the site.
Mammals				
California sea lion	<i>Eumetopias jubatus</i>	Protected under the MMPA	Occur along the entire California coast, and occur year-round in the waters off the Long Beach coast and within Alamitos Bay. They will forage on schooling fish in shallow waters.	Moderate potential to forage in open water adjacent to site.
harbor seal	<i>Phoca vitulina</i>	Protected under the MMPA	Permanent residents in the waters off of the Long Beach coast and within Alamitos Bay, and feed on a variety of fish. Will forage on fish in shallow waters.	Moderate potential to forage in open water adjacent to site.
southern California saltmarsh shrew	<i>Sorex ornatus salicornicus</i>	CDFW: Species of Special Concern	Found in coastal marshes, specifically fallen logs and woody debris.	Not expected. This species was not observed on-site and suitable habitat is not present on-site.
silver-haired bat	<i>Lasionycteris noctivagans</i>	Tracked by CNDDDB	Common tree-roosting bat in forested areas in the United States.	Low potential for occurrence, as this species is rarely found roosting in habitats like those present on-site.

Common Name	Scientific Name	Status ¹	General Habitat Description	Potential for Occurrence On-Site
big free-tailed bat	<i>Nyctinomops macrotis</i>	CDFW: Species of Special Concern	Pinyon-juniper and Douglas fir forests, chaparral and oak forests in rugged, rocky habitats in low-lying, arid areas.	Low potential for occurrence as this species; rarely found roosting in habitats like those present on-site.
south coast marsh vole	<i>Microtus californicus stephensi</i>	CDFW: Species of Special Concern	Tidal marshes in Los Angeles, Orange, and southern Ventura Counties.	Not expected. This species was not observed and suitable habitat is not present on-site.
Plants				
southern tarplant	<i>Centromadia parryi</i> ssp. <i>australis</i>	Plant List 1B.1	Marshes and swamps (margins), valley and foothill grassland, vernal pools. From Southern California and Baja California. Often in disturbed sites near the coast; also in alkaline soils, sometimes with saltgrass; also vernal pools.	Not expected. Suitable habitat is not present on-site.
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Plant List 1B.1	Coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grasslands, often on alkaline or clay soils; elevation 10 to 1,500 feet. Perennial herb, blooms March through October.	Not expected. Suitable habitat is not present on-site.
San Bernardino aster	<i>Symphotrichum defoliatum</i>	Plant List 1B.1	Meadows and seeps, marshes and swamps, coastal scrub, cismontane woodland, lower montane coniferous forest, valley and foothill grassland (vernally mesic) / near ditches, streams, springs.	Not expected. Suitable habitat is not present on-site.
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>	Plant List 1B.2	Coastal bluff scrub and alkaline areas of coastal scrub.	Not expected. Suitable habitat is not present on-site.
estuary seablite	<i>Suaeda esteroa</i>	Plant List 1B.2	Coastal salt marshes, swamps, tidal flats. Found in clay, silt, and sand substrates just above mean higher high water level. Perennial herb, blooms May through October.	Low. This species was not observed on-site and potential habitat is degraded on-site.

Common Name	Scientific Name	Status ¹	General Habitat Description	Potential for Occurrence On-Site
mud nama	<i>Nama stenocarpum</i>	Plant List 2.2	Marshes and swamps (lake margins, riverbanks); elevation 15 to 1,500 feet. Annual/perennial herb blooms January through July.	Not expected. Suitable habitat is not present on-site.
Salt Spring checkerbloom	<i>Sidalcea neomexicana</i>	Plant List 2.2	Chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas/alkaline, mesic.	Not expected. Suitable habitat is not present on-site.
coast woolly-heads	<i>Nemacaulis denudata</i> var. <i>denudata</i>	Plant List 1B.2	Coastal dunes; elevation 0 to 325 feet. Annual herb, blooms April through September.	Not expected. Suitable habitat is not present on-site.
salt marsh bird's-beak	<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	Plant List 1B.1 USFWS: Endangered CDFW: Endangered	Coastal dunes, salt marshes and swamps; elevation 0 to 100 feet. Annual herb (hemiparasitic), blooms May through October.	Not expected. Suitable habitat is not present on-site.
California Orcutt grass	<i>Orcuttia californica</i>	Plant List 1B.1 USFWS: Endangered CDFW: Endangered	Vernal pools. Known only from Southern California and Baja.	Not expected. Suitable habitat is not present on-site.

¹ Sensitivity Status Codes

CNDDDB = California Natural Diversity Data Base

NMFS = National Marine Fisheries Service

Federal U.S. Fish and Wildlife Service (USFWS)

Federal Marine Mammal Protection Act (MMPA)

State California Department of Fish and Wildlife (CDFW)

Other California Native Plant Society (CNPS)

1A: Plants presumed extinct in California

1B: Plants rare, threatened, or endangered in California and elsewhere

2: Plants rare, threatened, or endangered in California, but more common elsewhere

Appendix D

Biological Resources Update



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Tel. 818-597-3407, Fax 818-597-8001, www.aspeneg.com

PROJECT MEMORANDUM

ALAMITOS BAY PUMP STATION DISCHARGE PIPE SUPPORTS REPLACEMENT PROJECT

Date: April 9, 2018
To: Ebigalle Voigt, Senior Civil Engineering Assistant, LA County DPW
From: Stanley Yeh, Project Manager
Subject: Biological Resources Update

Purpose and Intent of the Memorandum

The County of Los Angeles Department of Public Works (LACDPW) has retained Aspen Environmental Group (Aspen) to update the existing Biological Inventory Survey (BIS) for the Alamitos Bay Pump Station Discharge Pipe Supports Project (project). The original biological inventory survey was prepared by AECOM in 2015 and was based on field work that was conducted on July 16, 2015 (AECOM, 2015). This memorandum summarizes the results of an updated background literature review and site visits conducted on September 18, 2017 and January 30, 2018.

Project Description

The LACDPW proposes to implement the project, which would remove existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipe lines and existing utility conduits attached to the structure), in Alamitos Bay (Photo 1). Following the removal of the existing discharge structure LACDPW would construct a replacement discharge line by installing new buried discharge pipes and a concrete outlet structure supported on driven piles. To construct the project, a cofferdam consisting of steel push-in piles would be installed around the entire perimeter of the construction area and the work area would be dewatered to facilitate installation of the buried pipes and construct the outlet structure.

The project also consists of removing the existing pump station roof and installing a new steel frame roof, 3 feet higher than existing to accommodate a new bridge crane. Additional improvement to the pump station includes replacing existing office, bathroom and their associated amenities, and all pump station access doors. Electrical service disconnection and reconnection, and pump station lighting upgrade would be performed.

The project site, as evaluated in the 2015 BIS included the temporary work area around the discharge structure, the pump station, and an ingress/egress route to the west (see Figure 1). Additional potential temporary impact areas have been identified by LACDPW and include an excavated material stockpile area, a temporary boat storage area, and a new ingress/egress route (see Figure 1).

Ingress/Egress Area: This additional work area includes a 6,408-sq. ft. open space that is currently used as a boat storage facility by the City of Long Beach (Photo 2). It is situated between the LACDPW pump station and the Long Beach Sailing Center.

Construction Area, Temporary boat storage area: This additional work area includes a 4500-sq. ft. open space that is proposed to be used to temporarily house the City of Long Beach boats that are currently stored in the "Ingress/Egress Area". It is currently used as a public sandy beach. During the 2018 survey it was being used as temporary construction area for the Leeway Sailing Peer and Dock Replacement Project (Photo 3).

Construction Area, Excavated Material Stockpile Area: This additional work area includes a 20,000-sq. ft. open space that would be used to stockpile the sediment that would be excavated from the work area (Photo 4).

Methods

Aspen Senior Biologist, Justin Wood visited the project site on September 18, 2017 to conduct a reconnaissance-level biological survey to evaluate the condition of the project site as compared with conditions described in the 2015 biological inventory survey. An additional reconnaissance-level survey was conducted by Wood on January 30, 2018 to survey the new potential temporary impact areas (excavated material stockpile area, a temporary boat storage area, and a new ingress/egress route). Wood walked throughout the project site to look for plants and animals and to evaluate the habitat suitability for special-status species. During the September survey, Wood snorkeled in the project footprint area to determine the extent for the eel grass (*Zostera marina*) beds and to look for aquatic organisms. All plant, fish, and wildlife species observed during the surveys were recorded in field notes. Any species that had not been reported by AECOM (2015) are included in Attachment 1. Representative site photos are included in Attachment 2. An updated California Natural Diversity Database (CNDDB) search was conducted to identify special-status species known from the USGS quads within 5-miles of the project site (Attachment 3). Additional resources such as the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California, Consortium of California Herbaria (CCH), inaturalist.org and ebird.org were also reviewed (CNPS, 2018; CCH, 2018; inaturalist.org, 2018; and ebird.org, 2018).

Vegetation and land cover on the original project site were included in the BIS (AECOM, 2015). Vegetation and land cover in the additional work areas were mapped by Aspen and described below (see Figure 1).

Vegetation Communities and Other Land Cover Types

Vegetation and land cover within the original project site is described in this BIS. The following three temporary impact areas were surveyed in 2018 and are described below.

Ingress/Egress Area: This additional work area is entirely developed (see Figure 1 and Photo 2). It is unvegetated and regularly maintained.

Construction Area, Temporary Boat Storage Area: This additional work area includes approximately 2,060-sq. ft. of open water and approximately 2,440-sq. ft. of beach (see Figure 1 and Photo 3). These cover types match the descriptions in the BIS.

Construction Area, Excavated Material Stockpile Area: This additional work area is entirely beach that is unvegetated and regularly maintained as described in the BIS (see Figure 1 and Photo 4).

Special-status Biological Resources

Special-status Habitat

Habitat types covered by the Magnuson–Stevens Fishery Conservation and Management Act (MFCMA) are identified below.

Marine Habitat – Eelgrass Beds. As described in the BIS, approximately 0.005 acres (224 sq. ft.) of eelgrass habitat was mapped in the project footprint in 2015, with an additional 0.06 acre (2,584 sq. ft.) also

mapped within 50 feet of the project footprint. During the reconnaissance-level survey in 2017 Wood confirmed that the extent of the eelgrass habitat was accurate and remained unchanged (Photo 5). Alamitos Bay is considered Essential Fish Habitat (EFH) under the MFCMA. The BIS adequately described the EFH and eelgrass beds within the project site.

Special-status Species

Special-status species considered in this report include species listed or proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) or the state ESA. It also includes animals recognized by the California Department of Fish and Wildlife (CDFW) as species of special concern, plants ranked by the California Native Plant Society as 1A, 1B, 2, and 4, and species covered under the Migratory Bird Treaty Act (MBTA) or the Marine Mammal Protection Act (MMPA). A CNDDDB search of the project site and all USGS quads within 5-miles of the site resulted in 52 special-status plant and animal species occurring in the general project area (Attachment 4) Of these, 21 were not previously addressed and have therefore been evaluated in the Attachment 3.

Invertebrates. The following three special-status invertebrates were identified in the CNDDDB search and were not addressed in the BIS. These species are listed in Attachment 3 and are not likely to be present on the project site or to be impacts by project activities.

- Crotch bumble bee (*Bombus crotchii*)
- wandering skipper (*Panoquina errans*)
- Dorothy's El Segundo Dune weevil (*Trigonoscutea dorothea dorothea*)

Reptiles. No additional special-status reptiles were identified in the CNDDDB search. Additional information regarding green sea turtle (*Chelonia mydas*) is provided here. The green sea turtle is a federally listed threatened species (USFWS and NOAA, 2016). It was addressed in the BIS, which stated, "the nearest know aggregation is approximately 100 miles south in San Diego Bay." Green sea turtles are known from the San Gabriel River, between the Interstate 405 and the Pacific Ocean, including portions of Anaheim and Alamitos Bays (CDFW, 2018). Most of the observations have been concentrated near a warm water discharge coming from the Los Angeles Department of Water and Power's Haynes Generating Station. However, the sea turtles routinely disperse from the immediate discharge location for foraging in the surrounding area. The CNDDDB shows a mapped polygon in the eastern portion of Alamitos Bay, within approximately 0.65 miles of the project site (CDFW, 2018). Green sea turtles have a moderate potential to be present occasionally in Alamitos Bay, in and near the project site.

Birds. The following five additional special-status birds were identified in the CNDDDB search and were not addressed in the BIS (Attachment 3).

- ferruginous hawk (*Buteo regalis*)
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- coastal California gnatcatcher (*Poliophtila californica californica*)
- black skimmer (*Rynchops niger*)
- least Bell's vireo (*Vireo bellii pusillus*)

Of these additional special-status bird species, black skimmer (*Rynchops niger*) is the only one that has a potential to be present. Black skimmer is a CDFW species of special concern (CDFW, 2018). Black skimmers are common along the California coast and can be found year-round. They are commonly seen on open sandy beaches and in coastal saltmarshes in the region. They are aerial feeders that forage on small fish that are captured in flight. They nest on beaches, gravel bars, or on islands in marshes. Black skimmers

were not observed at the project site during the surveys but have been reported approximately twelve times within 0.5-miles of the project site (ebird.org, 2018) and are likely to be present at least seasonally in or adjacent to the project site. Nesting is not expected within the project site because of the high use of the area by humans and pets and regular maintenance to the sandy beach.

Most nesting birds are protected by the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. No nesting native birds were observed during Aspen's field visits. However, during the 2018 survey, rock pigeon (*Columba livia*) nests were observed on a wood beam supporting the lifeguard observation tower (Photo 6). Rock pigeons are a non-native species designated as feral wildfowl and are therefore not protected by the MBTA or California Fish and Game Code. If other native bird species nest in or adjacent to the project site these species would be protected.

It should also be noted that during the survey in 2017, brown pelicans were observed within about 100 feet of the project site, consistent with the BIS which identified a high potential for occurrence.

Mammals. The following three special-status mammals were identified in the CNDDDB search and were not addressed in the BIS. These species are listed in Attachment 3 and are not likely to be present on the project site or to be impacts by project activities. Non-listed pinniped species protected by the MMPA are adequately addressed in the BIS.

- western mastiff bat (*Eumops perotis californicus*)
- western yellow bat (*Lasiurus xanthinus*)
- pacific pocket mouse (*Perognathus longimembris pacificus*)

Plants. The following ten special-status plant species were identified in the CNDDDB search and were not addressed in the BIS. These species are listed in Attachment 3 and are not likely to be present on the project site or to be impacts by project activities.

- Ventura Marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*)
- Coulter's saltbush (*Atriplex coulteri*)
- Parish's brittlescale (*Atriplex parishii*)
- lucky morning-glory *Calystegia felix*
- Los Angeles sunflower (*Helianthus nuttallii* ssp. *parishii*)
- decumbent goldenbush (*Isocoma menziesii* var. *decumbens*)
- Gambel's water cress (*Nasturtium gambelii*)
- prostrate vernal pool navarretia (*Navarretia prostrata*)
- Lyon's pentachaeta (*Pentachaeta lyonii*)
- Brand's star phacelia (*Phacelia stellaris*)

Conclusions

All potential impacts to special-status biological resources can be mitigated through preconstruction surveys, monitoring, and avoidance measures. One federally listed species, green sea turtle, has some potential to be present in or adjacent to the project site. California brown pelican and black skimmers, both CDFW species of special concern were either observed or expected to occur in the open water habitat immediately adjacent to the project site. These species are not expected to nest on the project site. Aspen recommends addressing any potential indirect impacts (i.e. foraging) in the CEQA document, and identifying avoidance measures to be implemented during project construction. In addition, the project would need to be reviewed by the National Marine Fisheries Service (NMFS), which is the federal

agency responsible for regulation of the green sea turtle, MMPA, and the intertidal areas where eelgrass was observed. We recommend that the CEQA document provide avoidance measures as needed to reduce or avoid impacts to these biological resources.

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Attachment 1: Species observed in or adjacent to the project site

Terrestrial plants

Giant reed (*Arundo donax*)
Searocket (*Cakile maritima*)
Beach evening-primrose (*Camissoniopsis cheiranthifolia*)
Hottentot fig (*Carpobrotus edulis*)
Unid. goosefoot (*Chenopodium* sp.)
Australian brass buttons (*Cotula australis*)
Lesser swine cress (*Lepidium didymium*)
Cheeseweed (*Malva parviflora*)
Tree tobacco (*Nicotiana glauca*)
Annual blue grass (*Poa annua*)
Common groundsel (*Senecio vulgaris*)
Common sow thistle (*Sonchus oleraceus*)
Salt sand spurry (*Spergularia marina*)
Ornamental wind palm (*Trachycarpus* sp.)

Marine algae

Giant kelp (*Macrocystis pyrifera*)

Invertebrates and relatives

Acorn Barnacle (*Balanus glandula*)
Little Brown Barnacle (*Chthamalus dalli*)
Pacific razor clam (*Siliqua patula*)
Hermit crab (*Pagurus* sp.)

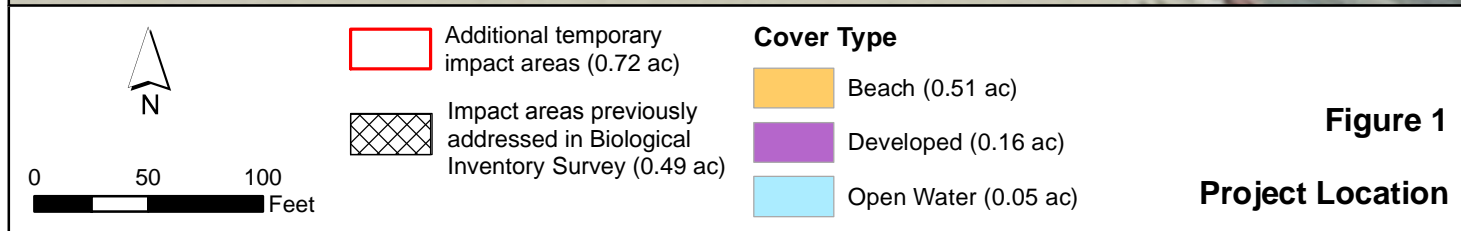
Fishes

Arrow goby (*Clevelandia ios* or *Ilypnus gilberti*)
Longjaw mudsucker (*Gillichthys mirabilis*)
Round stingray (*Urobatis helleri*)
Topsmelt (*Atherinops affinis*)
California salema (*Xenistius californiensis*)

Birds

Belted Kingfisher (*Ceryle alcyon*)
Heermann's Gull (*Larus heermanni*)
Western Gull (*Larus occidentalis*)
Elegant Tern (*Sterna elegans*)
Brown Pelican (*Pelecanus occidentalis*)
Reddish egret (*Egretta rufescens*)

Attachment 1: Figure



Attachment 2: Photo Exhibit



Photo 1: Northwest-facing view of the existing discharge structure.



Photo 2: Northeast-facing view of the proposed ingress/egress area.



Photo 3: West-facing view of the proposed boat storage area.



Photo 4: Southeast-facing view of the proposed stockpile area.



Photo 5: Close-up view of eelgrass beds within the project site.



Photo 6: Close-up view of bird nests on the existing discharge structure.

Attachment 3: Special-status species identified in literature search

Species Name	Habitat Requirements	Activity Season	Conservation Status	Potential to Occur
PLANTS				
<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> Ventura Marsh milk-vetch	Perennial herb; moist areas along coastal dunes and salt marshes; sea level to about 115 ft. elev.; Santa Barbara to Orange Cos., extirpated from most of its historic range.	Aug–Oct	Fed: END CA: END, S1 CRPR: 1B.1	Minimal ; no suitable habitat present on the project site; known from a single extant population in Ventura County.
<i>Atriplex coulteri</i> Coulter's saltbush	Perennial herb; coastal bluffs, sage scrub, dunes, and native grasslands, sea level to about 1500 ft. elev.; scattered locations from Santa Barbara to San Diego Cos. and inland to SW San Bernardino Co.	Mar–Oct	Fed: none CA: S1S2 CRPR: 1B.2	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.
<i>Atriplex parishii</i> Parish's brittle-scale	Annual herb; alkali soils in vernal pools, playas, and chenopod scrub; sea level to about 6000 ft. elev.; scattered locations from Los Angeles and San Bernardino Cos., south into Baja Calif.	Jun–Oct	Fed: none CA: S1 CRPR: 1B.1	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.
<i>Calystegia felix</i> Lucky morning-glory	Annual rhiz. herb; wetlands and marshes; about 300 to 700 ft. elev.; historically known from Los Angeles County, currently restricted to several locations in San Bernardino Co. near Chino.	Mar–Sept	Fed: none CA: S1 CRPR: 1B.1	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.
<i>Helianthus nuttallii</i> ssp. <i>parishii</i> Los Angeles sunflower	Perennial rhiz. herb; marshes and swamps; sea level to about 5000 ft. elev.; historically known from Los Angeles, Orange, and San Bernardino Cos.; currently considered extinct.	Aug–Oct	Fed: none CA: SH CRPR: 1A	Minimal ; no suitable habitat on project site. Last observed in 1937.
<i>Isocoma menziesii</i> var. <i>decumbens</i> Decumbent goldenbush	Perennial shrub; sandy areas in coastal sage scrub and chaparral; sea level to about 450 ft. elev.; Los Angeles Co. south to San Diego Co.	Apr–Nov	Fed: none CA: S2 CRPR: 1B.2	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.
<i>Nasturtium gambelii</i> Gambel's water cress	Perennial rhiz. herb; marshes and swamps; sea level to about 1050 ft. elev.; Santa Barbara Co. south to Orange Co.	Apr–Oct	Fed: END CA: THR CRPR: 1B.1	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.
<i>Navarretia prostrata</i> Prostrate vernal pool navarretia	Annual herb; mesic areas in coastal sage scrub, meadows, vernal pools, and native grasslands; sea level to about 4000 ft. elev.; scattered locations from Alameda Co. south to San Diego Co.	Apr–Jul	Fed: none CA: S2 CRPR: 1B.1	Minimal ; no suitable habitat on the project site; nearest historic occurrence in roughly 8 miles to the northwest.
<i>Pentachaeta lyonii</i> Lyon's pentachaeta	Annual herb; clay soils in coastal sage scrub, native grasslands, and chaparral; about 100 to 2200 ft. elev.; Los Angeles and Ventura Cos.	Mar–Aug	Fed: END CA: END, S1 CRPR: 1B.1	Minimal ; no suitable habitat on the project site; nearest known occurrence in more than 10 miles from the project site.

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Species Name	Habitat Requirements	Activity Season	Conservation Status	Potential to Occur
<i>Phacelia stellaris</i> Brand's star phacelia	Annual herb; sandy soils in coastal scrub and dunes; sea level to about 1300 ft. elev.; Los Angeles and San Bernardino Cos., south to Baja Calif.	Mar-Jun	Fed: none CA: S1 CRPR: 1B.1	Minimal ; no suitable habitat on the project site; historic occurrence from near Long Beach.
INVERTEBRATES				
<i>Bombus crotchii</i> Crotch bumble bee	Colonial insect; open grassland and scrub; underground colonies, often in old rodent burrows. Food plants include <i>Asclepias</i> , <i>Chaenactis</i> , <i>Lupinus</i> , <i>Medicago</i> , <i>Phacelia</i> , <i>Salvia</i> , <i>Antirrhinum</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , <i>Eriogonum</i> . Southern and central CA, parts of N CA, SW Nevada and Baja.	Spring-fall	Fed: none CA: S1S2	Minimal ; no suitable habitat or food plants present on the project site.
<i>Panoquina errans</i> Wandering skipper	Butterfly; coastal salt marshes; requires moist saltgrass (<i>Distichlis spicata</i>) for larval development; Santa Barbara Co. south to San Diego Co.	Jun-Sept	Fed: none CA: S2	Low ; no saltgrass present on project site to support larval development. Low potential for an adult to fly through the project site; known from within about 5 miles of the project site.
<i>Trigonoscuta dorothea dorothea</i> Dorothy's El Segundo Dune weevil	Beetle; coastal sand dunes; known only from three locations in Los Angeles and Orange Cos.	Unknown	Fed: none CA: S1	Minimal ; no suitable habitat on the project site.
BIRDS				
<i>Buteo regalis</i> Ferruginous hawk	Forages over grassland and shrubland; winters in W and SW N Amer. (breeds in Great Basin and N plains).	Winter	Fed: none CA: S3S4	Minimal ; no suitable habitat present on the project site.
<i>Coccyzus americanus occidentalis</i> Western yellow-billed cuckoo	Nests in dense riparian forest; scattered locations in W US, rare and localized in Calif.; winters in S America.	Spring-summer	Fed: THR CA: S1, END	Minimal ; no suitable habitat present on the project site.
<i>Poliophtila californica californica</i> Coastal California gnatcatcher	Coastal sage scrub; SW Calif. (Moorpark area, Palos Verdes Peninsula, Orange, Riverside, San Bern., & San Diego Cos.) and N Baja Calif.; not migratory.	Year-round	Fed: THR CA: SSC, S2	Minimal ; no suitable habitat present on the project site.
<i>Rynchops niger</i> Black skimmer	Nests on unvegetated gravel bars and sandy beaches in coastal and inland habitats. Relatively widespread species in coastal California.	Year-round	Fed: none CA: SSC, S2	High ; known to forage in the immediate vicinity of the project site, not likely to nest because of human disturbance and land use.
<i>Vireo bellii pusillus</i> Least Bell's vireo	Riparian woodland and shrubland; breeds in S Calif. and N Baja, sea level to 1500-2000 ft. elev.; winters in Baja.	Spring-summer	Fed: END CA: END , S2	Minimal ; no suitable habitat present on the project site.
MAMMALS				

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Species Name	Habitat Requirements	Activity Season	Conservation Status	Potential to Occur
<i>Eumops perotis californicus</i> Western mastiff bat	Lowlands (rare exceptions); cent. and S Calif., S Ariz., NM, SW Tex., N Mexico; roost in deep rock crevices, forage over wide area.	Year-round	Fed: none CA: SSC, S3S4	Low ; no suitable roosting habitat present on project site, very low potential to forage over the project site.
<i>Lasiurus xanthinus</i> Western yellow bat	Mexico and Cent. Amer., to S AZ; Riv., Imperial and San Diego Cos.; riparian and wash habitats; roosts in trees; evidently migrates from Calif. during winter.	Spring-summer	Fed: none CA: SSC, S3	Low ; no suitable roosting habitat present on project site, very low potential to forage over the project site.
<i>Perognathus longimembris pacificus</i> Pacific pocket mouse	Coast scrub on the coastal plain from Los Angeles County south to Baja California.		Fed: END CA: SSC, S1	Minimal ; no suitable habitat present on project site.

General references (botany): Baldwin et al., 2012; CDFW, 2018; CNPS, 2018; and CCH, 2018. General references (wildlife): American Ornithologists Union, 1998 (including supplements through 2013); Barbour and Davis, 1969; CDFW, 2018, Feldhammer et al., 2003; Garrett and Dunn, 1981; Hall, 1981; Jennings and Hayes, 1994; Stebbins, 2003; Wilson and Ruff, 1999.

Conservation Status

Federal designations (Fed): (federal ESA, USFWS).

END: Federally listed, endangered.

THR: Federally listed, threatened.

Candidate: Sufficient data are available to support federal listing, but not yet listed.

Proposed: Formally proposed for the federal status shown.

State designations (CA): (CESA, CDFW)

END: State listed, endangered.

THR: State listed, threatened.

RARE: State listed as rare (applied only to certain plants).

CSC: California Species of Special Concern. Considered vulnerable to extinction due to declining numbers, limited geographic ranges, or ongoing threats.

WL: Species that were either previously listed as SC and have not been state listed under CESA; or were previously state or federally listed and now are on neither list; or are on the list of "Fully Protected" species.

FP: Fully protected. May not be taken or possessed without permit from CDFG.

SA: Special animal. Tracked by the CNDDDB as species of conservation concern.

CDFW Natural Diversity Data Base Designations: Applied to special-status plants and sensitive plant communities; where correct category is uncertain, CDFG uses two categories or question marks.

S1: Fewer than 6 occurrences or fewer than 1000 individuals or less than 2000 acres.

S1.1: Very threatened

S1.2: Threatened

S1.3: No current threats known

S2: 6-20 occurrences or 1000-3000 individuals or 2000-10,000 acres (decimal suffixes same as above).

S3: 21-100 occurrences or 3000-10,000 individuals or 10,000-50,000 acres (decimal suffixes same as above).

S4: Apparently secure in California; this rank is clearly lower than S3 but factors exist to cause some concern, i.e., there is some threat or somewhat narrow habitat. No threat rank.

S5: Demonstrably secure or ineradicable in California. No threat rank.

SH: All California occurrences historical (i.e., no records in > 20 years).

SX: Presumed extirpated in California.

California Rare Plant Rank designations. Note: According to the California Native Plant Society

(<http://www.cnps.org/cnps/rareplants/ranking.php>), plants ranked as CRPR 1A, 1B, and 2 meet definitions as threatened or endangered and are eligible for state listing. That interpretation of the state Endangered Species Act is not in general use.

1A: Plants presumed extinct in California.

1B: Plants rare and endangered in California and throughout their range.

2A: Plants presumed extinct in California but more common elsewhere in their range.

2B: Plants rare, threatened or endangered in California but more common elsewhere in their range.

3: Plants about which we need more information; a review list.

4: Plants of limited distribution; a watch list.

California Rare Plant Rank Threat designation extensions:

.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

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ALAMITOS BAY PUMP STATION DISCHARGE PIPE SUPPORTS REPLACEMENT PROJECT

- .2 Fairly endangered in California (20-80% occurrences threatened)
- .3 Not very endangered in California (<20% of occurrences threatened or no current threats known)

Definitions of occurrence probability: Estimated occurrence probabilities are based on literature sources cited earlier, field surveys, and habitat analyses reported here.

Present: Observed on the site by qualified biologists.

High: Habitat is a type often utilized by the species and the site is within the known range of the species.

Moderate: Site is within the known range of the species and habitat on the site is a type occasionally used.

Low: Site is within the species' known range but habitat is rarely used, or the species was not found during focused surveys covering less than 100% of potential habitat or completed in marginal seasons.

Minimal: No suitable habitat on the site; or well outside the species' known elevational or geographic ranges; or a focused study covering 100% of all suitable habitat, completed during the appropriate season and during a year of appropriate rainfall, did not detect the species.

Attachment 4: CNDDDB Results



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad(Long Beach (3311872)> OR Los Alamitos (3311871)> OR Seal Beach (3311861))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex coulteri</i> Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
<i>Atriplex parishii</i> Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
<i>Atriplex serenana</i> var. <i>davidsonii</i> Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
<i>Buteo regalis</i> ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
<i>Calystegia felix</i> lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
<i>Centromadia parryi</i> ssp. <i>australis</i> southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
<i>Charadrius alexandrinus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
<i>Chelonia mydas</i> green sea turtle	ARAAA02010	Threatened	None	G3	S1	
<i>Chloropyron maritimum</i> ssp. <i>maritimum</i> salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
<i>Cicindela gabbii</i> western tidal-flat tiger beetle	IICOL02080	None	None	G2G4	S1	
<i>Cicindela hirticollis grvida</i> sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
<i>Cicindela latesignata latesignata</i> western beach tiger beetle	IICOL02113	None	None	G2G4T1T2	S1	
<i>Cicindela senilis frosti</i> senile tiger beetle	IICOL02121	None	None	G2G3T1T3	S1	
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Danaus plexippus</i> pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
<i>Helianthus nuttallii ssp. parishii</i> Los Angeles sunflower	PDAST4N102	None	None	G5TH	SH	1A
<i>Isocoma menziesii var. decumbens</i> decumbent goldenbush	PDAST57091	None	None	G3G5T2T3	S2	1B.2
<i>Lasionycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<i>Lasiurus xanthinus</i> western yellow bat	AMACC05070	None	None	G5	S3	SSC
<i>Lasthenia glabrata ssp. coulteri</i> Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
<i>Microtus californicus stephensi</i> south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
<i>Nama stenocarpa</i> mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
<i>Nasturtium gambelii</i> Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.1
<i>Nemacaulis denudata var. denudata</i> coast woolly-heads	PDPGN0G011	None	None	G3G4T2	S2	1B.2
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Orcuttia californica</i> California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
<i>Panoquina errans</i> wandering (=saltmarsh) skipper	IILEP84030	None	None	G4G5	S2	
<i>Passerculus sandwichensis beldingi</i> Belding's savannah sparrow	ABPBX99015	None	Endangered	G5T3	S3	
<i>Pelecanus occidentalis californicus</i> California brown pelican	ABNFC01021	Delisted	Delisted	G4T3	S3	FP
<i>Pentachaeta lyonii</i> Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	G1	S1	1B.1
<i>Perognathus longimembris pacificus</i> Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S1	SSC
<i>Phacelia stellaris</i> Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Poliioptila californica californica</i> coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
<i>Rallus obsoletus levipes</i> light-footed Ridgway's rail	ABNME05014	Endangered	Endangered	G5T1T2	S1	FP
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	
<i>Rynchops niger</i> black skimmer	ABNNM14010	None	None	G5	S2	SSC
<i>Sidalcea neomexicana</i> salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
<i>Sorex ornatus salicornicus</i> southern California saltmarsh shrew	AMABA01104	None	None	G5T1?	S1	SSC
<i>Southern Coastal Salt Marsh</i> Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
<i>Southern Dune Scrub</i> Southern Dune Scrub	CTT21330CA	None	None	G1	S1.1	
<i>Southern Foredunes</i> Southern Foredunes	CTT21230CA	None	None	G2	S2.1	
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Suaeda esteroa</i> estuary seablite	PDCHE0P0D0	None	None	G3	S2	1B.2
<i>Symphyotrichum defoliatum</i> San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
<i>Trigonoscute dorothea dorothea</i> Dorothy's El Segundo Dune weevil	IICOL51021	None	None	G1T1	S1	
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	

Record Count: 55

Appendix E

AB52 Consultation Letters



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 11, 2017

IN REPLY PLEASE

REFER TO FILE: PD-3

Mr. Andrew Salas, Chairperson
Gabrielino Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723

Dear Mr. Salas:

**COUNTY OF LOS ANGELES ASSEMBLY BILL 52
FORMAL NOTIFICATION OF DEADLINE
REQUEST CONSULTATION ON TRIBAL CULTURAL RESOURCES
FOR ALAMITOS BAY PUMP STATION, DISCHARGE PIPE SUPPORTS PROJECT**

Public Works is contacting you in compliance with the California Assembly Bill (AB) 52 (including the California Public Resources Code Section 21080.3.1) because you are listed as the tribal contact person in a tribal request for notice of proposed projects in this geographic area, for which the County is the lead agency for compliance with the California Environmental Quality Act. In compliance with formal notification requirements we are issuing the following proposed project notification:

Project Name: Alamitos Bay Pump Station, Discharge Pipe Supports project.

Proposed Project: Remove the existing discharge outlet structure, including all timber piles and beams, temporary support crib wall elements, walkway assembly, observation cabin, and three reinforced concrete pipes, and replace it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A cofferdam will be required for the entire perimeter of the construction area to install the buried pipes and construct the new outlet structure. Also, the project consists of removing the existing pump station's roof and installing a new steel frame roof three feet higher than the existing roof to accommodate a new bridge crane. Additional upgrades to the pump station include replacing the existing office, bathroom and their associated amenities, and all pump station access doors.

Mr. Andrew Salas
September 11, 2017
Page 2

Location: Alamitos Bay approximately 400 feet east of the intersection of 54th Place and Ocean Boulevard in the City of Long Beach. Please see enclosed maps.

If you wish to begin processing a formal consultation under AB 52, your deadline to request consultation with the County is set by State law California Public Resources Code Section 21080.3.1(d) and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

If you do not wish to initiate formal consultation on this proposed project, no response to this notice is needed. If you do not wish to formally consult under AB 52 on this proposed project, you may participate in the California Environmental Quality Act process for this project on any issue of concern as an interested California Native American tribe, person, citizen, or member of the public.

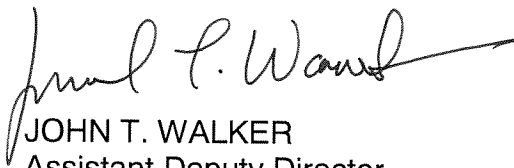
Please send written responses for the proposed project to:

Ms. Ebigalle Voigt
County of Los Angeles
Department of Public Works
Programs Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If you have any questions, please contact Ms. Ebigalle Voigt, Programs Development Division, Environmental Planning and Assessments Section, at (626) 458-3967 or evoigt@dpw.lacounty.gov.

Very truly yours,

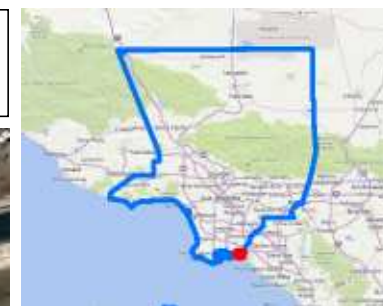
MARK PESTRELLA
Director of Public Works



JOHN T. WALKER
Assistant Deputy Director
Programs Development Division

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C180056
P:\PDPUB\EP&A\EU\PROJ\ALAMBSTN_DPS\MND\AB52\NOTIF_KIZH

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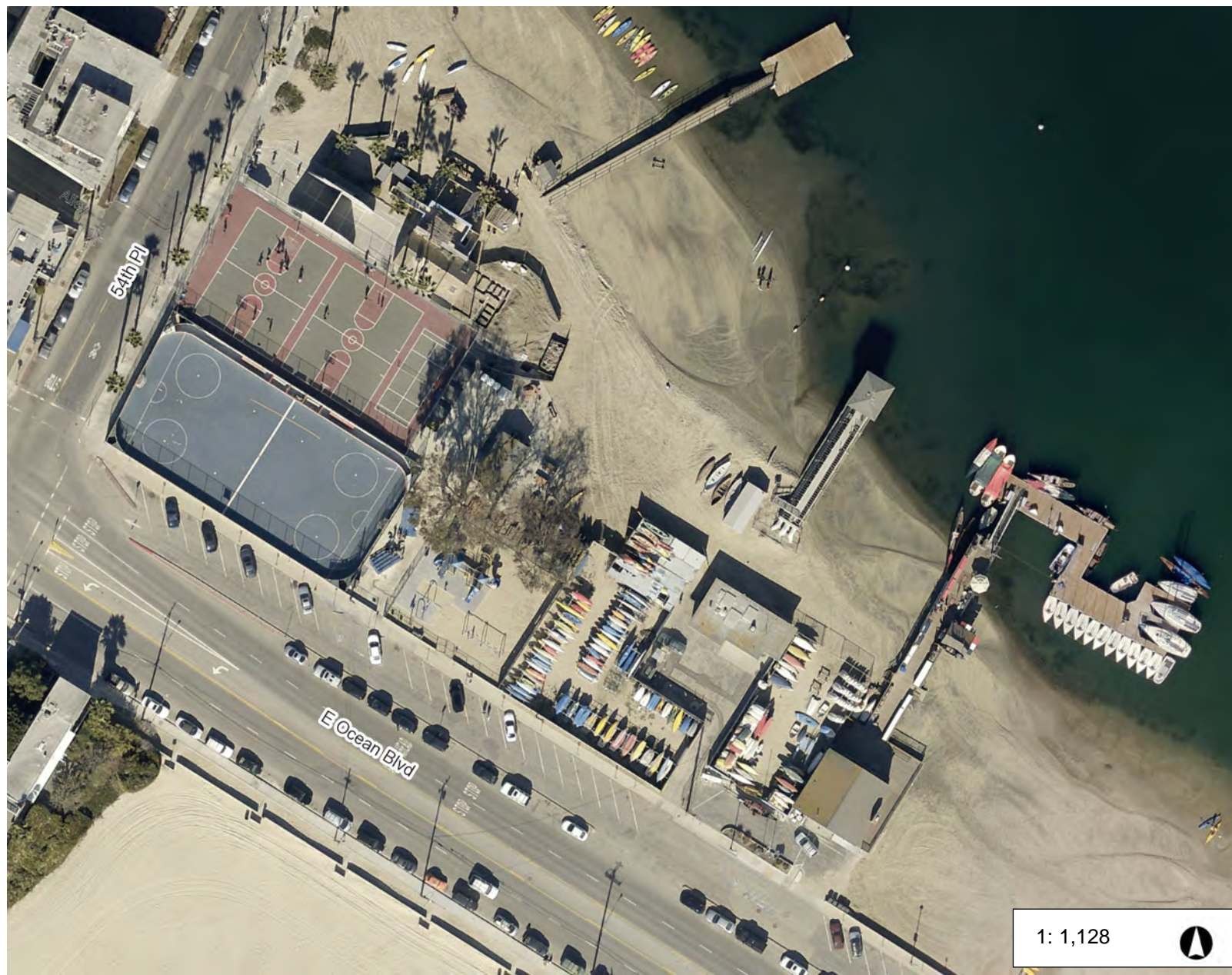
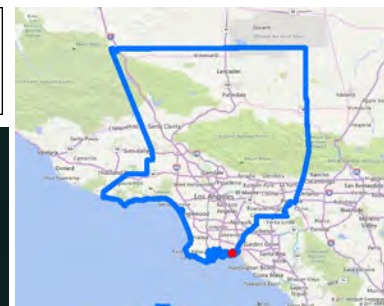


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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Alamitos Bay Pump Station, Discharge Pipe Supports



1: 1,128



0.04 0 0.04 Miles

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Figure 2 - Site Map



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 11, 2017

IN REPLY PLEASE

REFER TO FILE: **PD-3**

Mr. Anthony Morales, Chairperson
Gabrieleno Tongva Tribe
San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Dear Mr. Morales:

**COUNTY OF LOS ANGELES ASSEMBLY BILL 52
FORMAL NOTIFICATION OF DEADLINE
REQUEST CONSULTATION ON TRIBAL CULTURAL RESOURCES
FOR ALAMITOS BAY PUMP STATION, DISCHARGE PIPE SUPPORTS PROJECT**

Public Works is contacting you in compliance with the California Assembly Bill (AB) 52 (including California Public Resources Code Section 21080.3.1) because you are listed as the tribal contact person in a tribal request for notice of proposed projects in this geographic area, for which the County is the lead agency for compliance with the California Environmental Quality Act. In compliance with formal notification requirements we are issuing the following proposed project notification:

Project Name: Alamitos Bay Pump Station, Discharge Pipe Supports project.

Proposed Project: Replace the existing discharge outlet structure, including all timber piles and beams, temporary support crib wall elements, walkway assembly, observation cabin, and three reinforced concrete pipes, and replace it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A cofferdam will be required for the entire perimeter of the construction area to install the buried pipes and construct the new outlet structure. Also, the project consists of removing the existing pump station's roof and installing a new steel frame roof three feet higher than the existing roof to accommodate a new bridge crane. Additional upgrades to the pump station include replacing the existing office, bathroom and their associated amenities, and all pump station access doors.

Mr. Anthony Morales
September 11, 2017
Page 2

Location: Alamitos Bay approximately 400 feet east of the intersection of 54th Place and Ocean Boulevard in the City of Long Beach. Please see enclosed maps.

If you wish to begin processing a formal consultation under AB 52, your deadline to request consultation with the County is set by State law California Public Resources Code Section 21080.3.1(d) and requires that you send a written request for consultation to the address below within 30 days of the receipt of this notice.

If you do not wish to initiate formal consultation on this proposed project, no response to this notice is needed. If you do not wish to formally consult under AB 52 on this proposed project, you may participate in the California Environmental Quality Act process for this project on any issue of concern as an interested California Native American tribe, person, citizen, or member of the public.

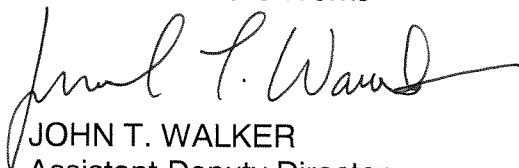
Please send written responses for the proposed project to:

Ms. Ebigalle Voigt
County of Los Angeles
Department of Public Works
Programs Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If you have any questions, please contact Ms. Ebigalle Voigt, Programs Development Division, Environmental Planning and Assessments Section, at (626) 458-3967 or evoigt@dpw.lacounty.gov.

Very truly yours,

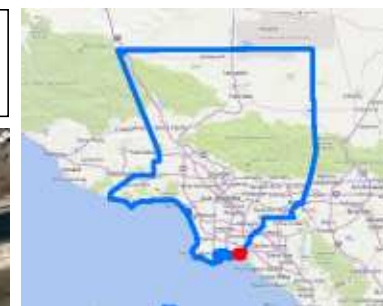
MARK PESTRELLA
Director of Public Works



JOHN T. WALKER
Assistant Deputy Director
Programs Development Division

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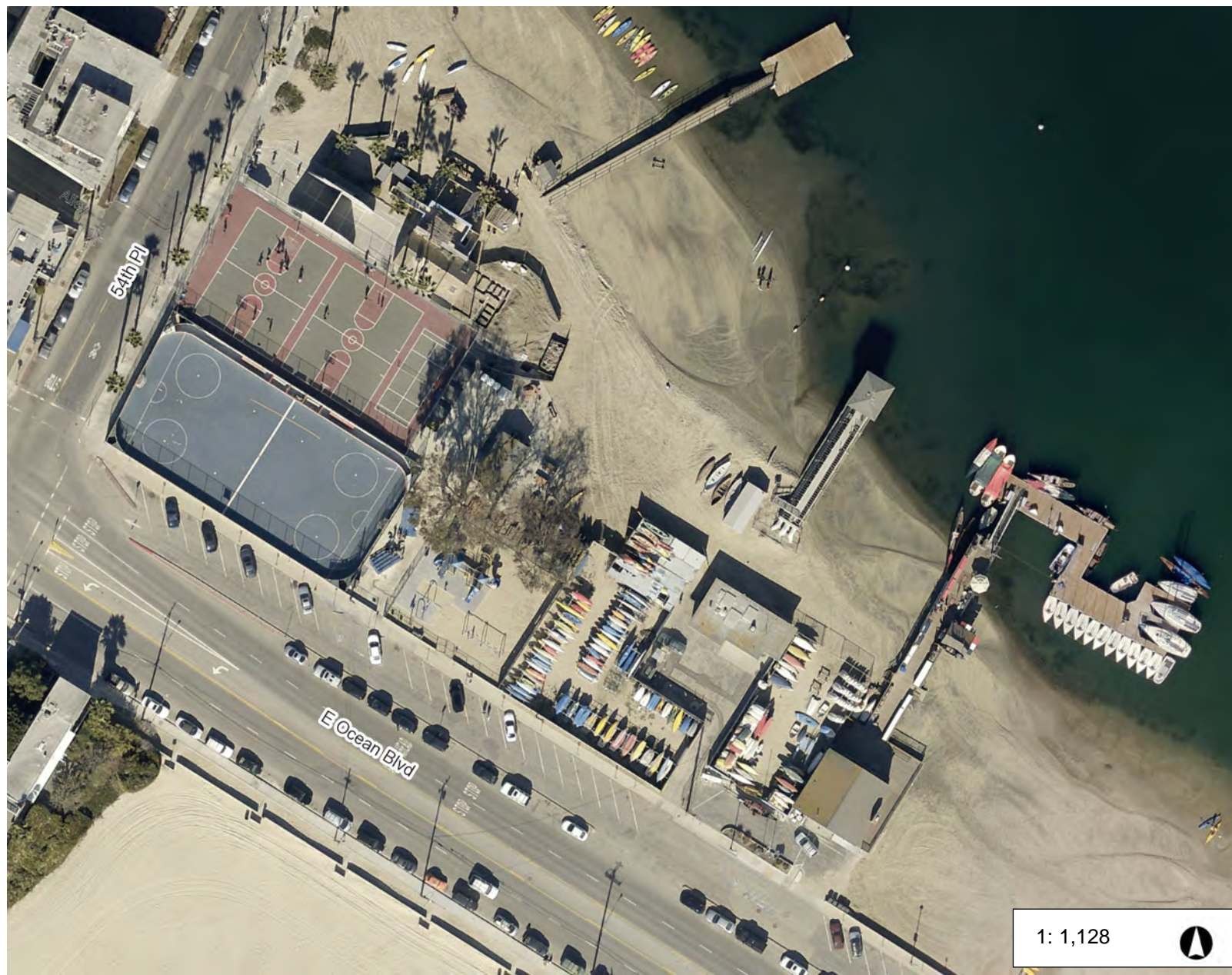
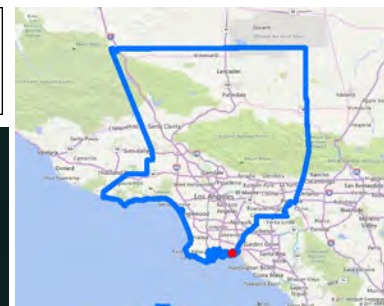


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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Alamitos Bay Pump Station, Discharge Pipe Supports



1: 1,128



0.04 0 0.04 Miles

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Figure 2 - Site Map



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

County of Los Angeles
900 South Fremont Ave
Alhambra, CA 91803-1331

September 18, 2017

Re: AB52 Consultation request for Alamitos Bay Pump Station Discharge Pipe Supports Project located 400 feet east of the intersection of 54th place and Ocean Blvd in the City of Long Beach

Dear John T. Walker,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 18, 2018

IN REPLY PLEASE

REFER TO FILE: PD-3

Mr. Andrew Salas, Chairman
Gabrieleño Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723

Dear Mr. Salas:

**COUNTY OF LOS ANGELES ASSEMBLY BILL 52
RESPONSE TO TRIBAL CONSULTATION
ALAMITOS BAY PUMP STATION
DISCHARGE LINE REPLACEMENT PROJECT**

This letter is in response to the meeting between Public Works and the Gabrieleño Band of Mission Indians-Kizh Nation (Tribe) regarding Alamitos Bay Pump Station, Discharge Line Replacement project. Public Works understands that no known Tribal Cultural Resources are present within the project area. Furthermore, both Public Works and the Tribe agree that the project area is likely located within fill. Nevertheless, Public Works will include the following standard inadvertent discovery mitigation measures to minimize any potential impacts:

- If unrecorded archaeological resources (e.g., midden, unusual amounts of shell, animal bone, bottle glass, ceramics, and structure/building remains) are encountered during construction activity, all ground-disturbing activities will be restricted within a 100-foot radius of the find or a distance determined by a qualified professional archaeologist to be appropriate based on the potential for disturbance of additional cultural resource materials. A qualified archaeologist will identify the materials, determine their potential to meet the State California Environmental Quality Act (CEQA) Guidelines Section 15064.5 definition of a significant cultural resource, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to, no action (i.e., resources determined not to be significant); avoidance of the resource through changes in construction methods or project design; or implementation of a program of

AUTHOR'S COPY

Mr. Andrew Salas
October 18, 2018
Page 2

testing and data recovery, in accordance with applicable state requirements and/or in consultation with affiliated Native American tribes.

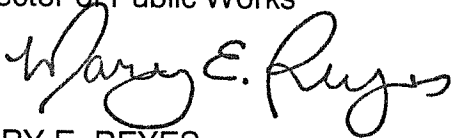
- During project construction activities, should subsurface tribal cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist and an authorized tribal representative shall be contacted to assess the significance of the find according to CEQA Guidelines Sections 15064.5 and 21074. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in the tribal cultural resource.

Please let us know if you have any additional concerns. If the proposed mitigation measures are acceptable, the consultation for this project will conclude. Thank you for your cooperation and assistance.

If you have any questions, please contact Ms. Ebigalle Voigt, Programs Development Division, Environmental Planning and Assessments Section, at (626) 458-3967 or evoigt@dpw.lacounty.gov.

Very truly yours,

MARK PESTRELLA
Director of Public Works



MARY E. REYES
Interim Assistant Deputy Director
Programs Development Division

RS:ec

C190145

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Appendix F

Response to Comments

Appendix F. Response to Comments

This section presents responses to the comments received during the public review period for the draft Initial Study/Mitigated Negative Declaration (IS/MND). DPW received three comment letters. No comments from the public were received. The table below lists the persons and agencies that submitted comments on the Draft IS/MND. The comment letters have been given a letter designation (A). The individual comments are numbered (A-1); responses immediately follow the comment letters.

Comments Received on the Draft Initial Study/Mitigated Negative Declaration

Commenter	Date of Comment	Comment Set
Jennifer Mongolo, Biologist/ERB Coordinator Los Angeles County Department of Regional Planning	November 1, 2018	A
Zach Rehm, Senior Transportation Program Analyst California Coastal Commission	November 8, 2018	B
Dani Ziff, Coastal Program Analyst California Coastal Commission	January 2, 2019	C

Comment A – Jennifer Mongolo, Los Angeles County Department of Regional Planning

From: [Patricia Hachiya](#)
To: [Ebigalle Voigt](#)
Cc: [Jennifer Mongolo](#)
Subject: FW: Alamitos Bay Pump Station IS/MND
Date: Friday, November 2, 2018 9:05:29 AM

Hello Ebigalle –

We received this environmental document. For these documents, I just want to be clear that you are only asking us to review the Biology section, correct? And DPW is independently reviewing the rest of the CEQA document for accuracy and completeness?

Our Biologist, Jennifer Mongolo, reviewed this document and had the following comment below. Pat

PATRICIA LIN HACHIYA, AICP | Supervising Regional Planner

Environmental Planning and Sustainability

Los Angeles County Department of Regional Planning

213.974.6461 | <http://planning.lacounty.gov> | phachiya@planning.lacounty.gov

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From: Jennifer Mongolo
Sent: Thursday, November 01, 2018 1:12 PM
To: Patricia Hachiya <phachiya@planning.lacounty.gov>
Subject: Alamitos Bay Pump Station IS/MND

Hi Pat, my only comments on this initial study are regarding mitigation measure BIO-4, Nesting Bird Avoidance. I recommend the following improvements to this measure:

- define the area that needs to be surveyed (e.g. within the project site and all suitable nesting habitat that is within 300 feet of the disturbance area).
- the survey should be conducted no earlier than 3 days prior to start of project activities (currently it says 7 days, but a shorter window is recommended to ensure that new nest are not established between the survey being conducted and the work being started).

Otherwise, the bio section looks good. I didn't review any other sections.

-Jen

JENNIFER MONGOLO | Biologist | ERB Coordinator
Environmental Planning and Sustainability
jmongolo@planning.lacounty.gov
213-893-1093 | com 312 | Room 1343

A-1

Response to Comment A – Jennifer Mongolo, Los Angeles County Department of Regional Planning

A-1 Mitigation measure BIO-4, Nesting Bird Avoidance has been revised as recommended:

Structure demolition and initial ground disturbance would be completed between September 16 and February 14 to avoid the nesting bird season. If these activities must take place during the nesting season, a nesting bird survey would be completed by the project biologist no earlier than three days prior to the start of these activities. The survey would be conducted throughout the project site and within approximately 100 feet of the project site. If an active nest is found, a buffer around the nest would be established in which no work would be allowed until nesting is complete (i.e., until juvenile birds leave the nest or until the nest fails and is abandoned by the adult birds). The size of the nest buffer would be determined by the project biologist, based on the species sensitivity and specific nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. Once a nest is determined to be no longer active, the project biologist would remove all flagging and allow construction activities to proceed.

Comment B – Zach Rehm, California Coastal Commission

From: [Rehm, Zach@Coastal](mailto:Rehm_Zach@Coastal)
To: [Ebigalle Voigt](#)
Cc: [Posner, Chuck@Coastal](mailto:Posner_Chuck@Coastal); [Reyna Soriano](#)
Subject: RE: Alamitos Bay Pump Station, Discharge Line Replacement
Date: Thursday, November 8, 2018 5:27:20 PM
Attachments: [image001.jpg](#)

Thank you, Ebigalle

I reviewed the draft MND. The visual resources and biological resources analyses and mitigation measures appear thorough.

I'm a bit concerned about the project components related to the existing pump station structure on the beach:

- Remove existing pump station roof and replace it with a new steel frame and metal decking roof, raised 3 feet to accommodate a ceiling mounted crane system.
- Replace existing office and bathroom appurtenances and all pump station access doors.
- Upgrade pump station's electrical services and upgrade lighting.

If major improvements are proposed to the existing pump station, the alternative of relocating and/or reconstructing it at a higher elevation nearer to the street should be analyzed in the MND.

Page 61 of the MND notes that the project is within the existing floodplain. The analysis on that page – or another section of the MND that analyzes erosion/flood/inundation risk – should cite the elevation of the pump station and should also account for future sea level rise scenarios (low, medium, and high for the year 2100 based on the best available science which is the 2018 Ocean Protection Council's Sea Level Rise Guidance).

If such analysis is not provided in the MND, Coastal Commission staff will require a separate sea level rise analysis to be submitted when we review the coastal development permit application (or when we review the City of Long Beach's local coastal development permit which is in an area subject to an appeal to the Coastal Commission). Finally, as you noted during our call, we will not begin reviewing a coastal development permit application until the City's local coastal development permit has been issued and the appeal period has expired.

Thanks for checking in and feel free to call me to follow up on these comments.

--

Zach Rehm
Senior Transportation Program Analyst
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802
(562) 590-5071



B-1

B-2

Response to Comment B – Zach Rehm, California Coastal Commission

- B-1 The ground elevations nearer the street appear to be only about one foot higher than at the existing site. Moving the structure to that location would provide only marginal additional protection from flooding, but would not remove the structure from the floodplain, which extends to the other side of the street. The major project improvements are to the discharge structure which is not subject to flood damage. The upgrades to the building and electrical equipment are minor and since this is an existing building with similar equipment already in place, it would not be considered a new impact requiring mitigation. Per CEQA Section 15126.6(a), an EIR is required to evaluate “Alternative to the Proposed Project.” However, per CEQA Section 15070-15075 and 15126.6, an IS/MND is not required to evaluate alternatives.
- B-2 The pump station is an existing structure and its main purpose is to alleviate flooding in the Belmont Shore area. The major project improvements are to the discharge structure which is not subject to flood damage. The upgrades to the building and electrical equipment are minor and since this is an existing building with similar equipment already in place, it would not be considered a new impact requiring mitigation in the event of flooding or sea level rise. Therefore, the project would not exacerbate existing or future flood hazards in the project area, resulting in a sub-structural risk of loss, injury, or death.

The analysis of sea level rise, whether how a project could affect sea level rise or how a project could be affected by sea level rise, is not required under CEQA. Effective December 28, 2018, the California Office of Planning and Research updated the CEQA Guidelines, including Appendix G (Environmental Checklist Form). Please note, neither the previous nor the updated CEQA Guidelines require an analysis of sea level rise. Therefore, this topic does not warrant a response under CEQA. However, the County revised the MND to include sea level rise analysis in Section IX (Hydrology and Water Quality), on page 61 of the Initial Study, as follows:

The project is within FEMA Flood Zone AE, meaning it is within the 100-year floodplain. The estimated 100-year flood elevation is 9 feet above mean sea level (MSL) (FEMA, 2008). Ground elevations at the site are approximately 6 feet, meaning the site could be flooded up to three feet in depth during a 100-year flood. The site is also within the area identified by the California Emergency Management Agency as subject to the effects of tsunami (California Emergency Management Agency, 2009). Sea level rise could add additional flood depth. According to the 2018 Ocean Protection Council’s Sea Level Rise Guidance (CNRA, 2018), by the year 2100, the median sea level rise at this location would be 1.3 to 2.2 feet depending on greenhouse gas emissions, with a likely range of 0.7 to 3.2 feet. This likely rise in sea level would not be sufficient to put the adjacent ground at the pump station permanently under water but could add to the 100-year flood level depths approximately equivalent to the sea level rise. It would also have the effect of making the site inundation more frequent.

Comment C – Dani Ziff, California Coastal Commission

From: [Ziff, Dani@Coastal](mailto:Ziff_Dani@Coastal)
To: [Ebigalle Voigt](#); [Kurnia Loekman](#)
Cc: [Posner, Chuck@Coastal](mailto:Posner_Chuck@Coastal)
Subject: Alamitos Bay Pump Station, Discharge Line Replacement
Date: Wednesday, January 2, 2019 11:41:15 AM
Attachments: [image001.jpg](#)
[image004.jpg](#)

Hello,

Our staff appreciates the opportunity to review and comment on the Alamitos Bay Pump Station Discharge Line Replacement Project. We have offered feedback related to this project in the past (see email below dated 11/8/18) and while we understand that the comment period for the IS/MND passed in November 2018, we would like to submit the following comments:

- The visual impacts of the project in this popular recreation area should be avoided or mitigated to the greatest extent feasible. Our staff appreciates the placement of the discharge line underground and would like to know if there are any other design elements proposed to further reduce or enhance the appearance of any structures associated with the project. C-1
- Public access to the recreational facilities and resources in the area, including pedestrian and bike paths, the sandy beaches at Alamitos Bay and south of Ocean Boulevard, the sailing center, kayak rentals, and the Bayshore pier and swimming amenities, should be maximized throughout construction and maintenance of the project site. Setbacks from the highest tide line for any project-related development should be proposed to protect public access to the shore. C-2
- Public parking in the project vicinity for staging and other project-related purposes should be maintained to the greatest extent feasible. C-3
- Impacts to water quality resulting from the project, including the added capacity for higher volume flows, should be minimized and mitigated regardless of the existing use of the discharge line. C-4

The comments contained herein are preliminary and those of Coastal Commission staff only and should not be construed as representing the opinion of the Coastal Commission itself.

Please forward any current and/or future updates on the status of this project to me, especially related to the Local Coastal Development Permit application (to be) filed with the City of Long Beach prior to the submittal of application materials to the Coastal Commission. Thank you!

Sincerely,

Dani Ziff

*Coastal Program Analyst
California Coastal Commission
200 OceanGate, 10th Floor
Long Beach, CA 90802
(562) 590-5071*

Response to Comment C – Dani Ziff, California Coastal Commission

- C-1 As discussed in Section 3.4.I (Aesthetics), on pages 15-16 of the Initial Study Section, with implementation of the project, views of the site would no longer be dominated by aging infrastructure. Beneficial impacts to public viewsheds of the site would occur with project implementation and the project would not substantially degrade the existing visual character or quality of the site and its surroundings. The size of the structure has been designed to the absolute minimum to maintain the functionality of the pump station and flood control operation. The realignment of the discharge line to underground will significantly reduce the visual impact of the structure to the surrounding amenities and beach users. The pump station roof replacement has included aesthetic features such as utilizing metal siding and roof panels with color and type matching the surrounding structures owned by the City of Long Beach. The exterior walls and new doors will be repainted and finished with color matching the surrounding buildings. This will create an overall uniform and harmonic appearance.
- C-2 Public access to the beach facing the Pacific Ocean would not be affected during construction of the project. While a small area (approximately 200 feet by 100 feet) would be fenced temporarily during construction to provide an excavated material stockpile location (refer to Figure 2), public access would not be affected as beachgoers could easily walk around this area. Construction is expected to only last approximately four months. Once completed, the project would have no impact to public access to the beach facing the Pacific Ocean.

For safety purposes, during construction, beach access facing Alamitos Bay would be temporarily prohibited inside the project area (refer to Figure 2 in the Initial Study). Construction is expected to only last approximately four months. The affected portion of the beach facing Alamitos Bay is approximately 100 feet by 100 feet. To ensure the safety of the public adjacent to the construction zone and prevent any accidents or injuries, temporary chain link fence would be necessary around the construction zone to prevent trespassing. Pedestrian detour plans will be implemented during the construction period to facilitate pedestrian traffic and connect the Bayshore area and Gondola Getaway kayak rentals. This will allow public access to these uses while also protecting the public from the construction zone.

Construction would occur within Alamitos Bay, resulting in a temporary closure area extending from approximately 70 feet within the Bay (at high tide) to Ocean Boulevard. The work area extends beyond the low tide line, therefore, tidal changes would not affect the temporary closure area. Hence, a project setback from the high tide line would not apply because the project extends into Alamitos Bay. Public access to the beach east of the project area would remain open and accessible from Ocean Boulevard. Public access to the beach west of the project area would remain open and accessible from 54th Place. Therefore, public access to the beach facing Alamitos Bay was not found to be impacted. Once constructed, maintenance of the new facility would occur similar or identical to that of existing conditions at the beach facing Alamitos Bay and would not impede public access.

- C-3 CEQA specifically provides that parking impacts of a project are not considered significant impacts on the environment (California Public Resources Code Section 21099). Thus, they are exempt from CEQA review and not included within CEQA Guidelines or Appendix G (2018

CEQA Environmental Checklist Form: <http://resources.ca.gov/ceqa/docs/ab52/final-approved-appendix-G.pdf>). Therefore, this topic does not warrant response under CEQA. Nevertheless, it is discussed below, as presented in Section 3.4.XVI (Transportation and Traffic), on pages 82-83 of the Initial Study Section:

The project site has off-street parking for two vehicles. These off-street spaces would be used both during construction and operation. Operation & Maintenance parking would solely utilize these off-street spaces and would not utilize public street parking in the area. During construction, a staging area is proposed south of Ocean Boulevard that would be used for stockpiling and construction equipment storage. Construction personnel would utilize 15 street parking spaces on Ocean Boulevard, adjacent to the project site, that would be temporarily closed to the public during construction (refer to Figure 2). However, within 500-feet of the intersection of Ocean Boulevard and 54th Place (this area includes the public parking of Ocean Boulevard proposed for closure immediately adjacent to the project site), a review of GoogleEarth shows the following public parking spaces are available:

- Approximately 35 spaces along the north side of Ocean Boulevard, including over 20 diagonal spaces directly adjacent to the project site (the proposed project would temporarily close 15 of these parking spaces).
- Approximately 45 spaces along the north side of Ocean Boulevard, including over 25 diagonal spaces west of 54th Place.
- A public parking lot located at the southwest corner of Ocean Boulevard and 54th Place with over 100 spaces available.

While Map 17 of the City of Long Beach Mobility Element shows this area to be parking impacted (meaning that there is limited off-street parking available), the loss of 15 public parking spaces adjacent to the project site during construction would be temporary. The total numbers of available public parking spaces near the project site, and the temporary loss of 15 parking spaces is considered to not impact the overall availability of public street parking in the area.

- C-4 Potential impacts to water quality are discussed in Section 3.4.IX (Hydrology and Water Quality), on pages 60-64 of the Initial Study. Potential impacts to water quality would be minimized by constructing during the dry season and using a cofferdam to temporarily separate the construction area from the bay. Although the construction area is less than one acre and compliance with the Construction General Permit is not required, the Department of Public Works proposes similar measures to prevent and minimize water contamination which are described in Section 2.5 (Project Design Features), pages 9-10 of the Initial Study. Compliance with Sections 404 and 401 of the Clean Water Act would also require development and implementation of measures intended to mitigate adverse water quality effects. The project would not change the capacity for higher volume flows and would not increase storm water discharges to the bay. Therefore, there would be no increase in flood-related contaminants. Less than significant impacts to water quality would occur.

Appendix G

Mitigation Monitoring and Reporting Program

Appendix G. Mitigation Monitoring and Reporting Program

As a condition of approval of the Alamitos Bay Pump Station, Discharge Line Replacement Project, adopted mitigation measures shall be implemented as specified below. The Mitigation Monitoring and Reporting Program (MMRP) is implemented as a requirement of CEQA (Guidelines Section 15097).

This MMRP will help ensure that project objectives are achieved. Los Angeles County Public Works (DPW) shall be responsible for administering the MMRP and ensuring that all parties comply with its provisions. The DPW may delegate monitoring activities to staff, consultants, or contractors. The DPW also will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The DPW, or its designated environmental monitor, will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to rectify problems.

Mit. No.	Mitigation Measure	Timing	Monitoring Party	Responsible Party
BIO-1	<p>Pre-construction Special-status Species Surveys. Prior to the start of any project activities a qualified project biologist would be assigned and would survey the project site and a 100-foot buffer around the site for special-status species. The project biologist would be familiar with all special-status species that have a potential to be present, including green sea turtle, protected pinnipeds, and native birds. If federally or state listed species are detected during these surveys, they shall be avoided, and the US Fish and Wildlife Service and California Department of Fish and Wildlife notified within 24 hours, as appropriate. If any non-listed special-status species are detected, they would be avoided with the implementation of avoidance buffers to be determined by the biologist.</p> <p>Prior to the start of the project, all construction personnel would be informed on the potential for sea turtles to be present in the project site. Construction personnel would be instructed to avoid direct contact with these species and avoid harassment in any way. Also prior to any project work in the bay, a pre-construction fish and turtle survey would be completed. The project biologist would direct a team of fisheries biologists, who would use seine nets to clear the work limits. The net would be installed at low tide, starting from the beach and working into the bay to exclude any fish and turtles. No turtles would be handled or forced to leave the area but instead would be passively relocated from the work area using the nets. Any additional aquatic organisms that are encountered in the work area would be relocated from the project site as feasible. Once the work area has been cleared the seine net would be installed around the perimeter of the work area to exclude these species from re-entering the area. The seine net would be kept in place until the cofferdam has been installed.</p>	Prior to start of construction activities	Qualified Project biologist assigned by DPW	DPW
BIO-2	<p>Green Sea Turtle Avoidance. If the seine nets (as required in BIO-1), are damaged or accidentally moved, the project biologist shall be on site during any construction activities occurring in or over the water to monitor the presence of green turtles. The project biologist shall have the authority to temporarily halt construction operations and shall determine when construction operations can resume.</p> <p>Even with the seine net or coffer dam in place, construction activity within or over the water shall be temporarily stopped if a green sea turtle is observed within 100 feet of the work site. Work would only resume when the turtle safely leaves the area. Construction personnel shall be briefed on potential for green sea turtle to be present and would be provided with its identification characteristics, since it may occasionally be mistaken for a seal or sea lion.</p> <p>The construction manager would inform the project biologist of the sea turtle observation, and the biologist shall prepare an incident report of any green sea turtle activity in the project area. The report shall be provided within 24 hours to California Department of Fish and Wildlife and the National Marine Fisheries Service.</p>	On as-needed basis,-during construction occurring in or over the water	Qualified Project biologist assigned by DPW	DPW

Mit. No.	Mitigation Measure	Timing	Monitoring Party	Responsible Party
BIO-3	Marine Mammal Avoidance. Prior to the start of the project, all construction personnel would be informed on the potential for California sea lion and harbor seal to be present in the project site. Construction personnel would be instructed to avoid direct contact with these species and avoid harassment (including feeding the animals) in any way. If a California sea lion or harbor seal should enter the project site, work will be halted until they leave the site on their own.	At the start of construction and as needed for new personnel.	Qualified Project biologist assigned by DPW	DPW
BIO-4	Nesting Bird Avoidance. Structure demolition and initial ground disturbance would be completed between September 16 and February 14 to avoid the nesting bird season. If these activities must take place during the nesting season, a nesting bird survey would be completed by the project biologist no earlier than three days prior to the start of these activities. The survey would be conducted throughout the project site and within approximately 100 feet of the project site. If an active nest is found, a buffer around the nest would be established in which no work would be allowed until nesting is complete (i.e., until juvenile birds leave the nest or until the nest fails and is abandoned by the adult birds). The size of the nest buffer would be determined by the project biologist, based on the species sensitivity and specific nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. Once a nest is determined to be no longer active, the project biologist would remove all flagging and allow construction activities to proceed.	Three (3) days prior to start of construction activities	Qualified Project biologist assigned by DPW	DPW
BIO-5	Eelgrass Impact Minimization and Monitoring. After the steel push-in piles are installed, no construction activities that disturb the sea floor would be permitted outside the boundaries of the cofferdam. The project biologist shall mark the positions of eelgrass beds outside the construction area with buoys prior to the initiation of any construction to minimize damage to them. The project biologist shall monitor the construction process weekly for the duration of construction to ensure eelgrass beds beyond the construction area are not impacted.	Weekly during construction, post-sheet pile installation.	Qualified Project biologist assigned by DPW	DPW
CR-1	Management of Unanticipated Historical Resources or Unique Archaeological Resources. If unrecorded archaeological resources (e.g., midden, unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) are encountered during construction activity, all ground-disturbing activities will be restricted within a 100-foot radius of the find or a distance determined by a qualified professional archaeologist to be appropriate based on the potential for disturbance of additional cultural resource materials. A qualified archaeologist will identify the materials, determine their potential to meet the state CEQA Guidelines Section 15064.5 definition of a significant cultural resource, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to, no action (i.e., resources determined not to be significant); avoidance of the resource through changes in construction methods or project design; or implementation of a program of testing and data recovery, in accordance with applicable state requirements and/or in consultation with affiliated Native American tribes.	During construction, if encountered in the field.	Qualified Project Archaeologist assigned by DPW	Contractor

Mit. No.	Mitigation Measure	Timing	Monitoring Party	Responsible Party
CR-2	<p>Management of Unanticipated Human Remains. In accordance with the California Health and Safety and Public Resources Codes (PRC), if human remains are uncovered during ground-disturbing activities, the contractor and/or the County of Los Angeles, Department of Public Works will immediately halt potentially damaging excavation in the area of the burial and notify the county coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (California Health and Safety Code, Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code, Section 7050[c]). Following the coroner's findings, the property owner, the contractor or project proponent, an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.9.</p> <p>Upon the discovery of Native American remains, the County will ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD will have 48 hours after being granted access to the site to complete a site inspection and make recommendations. A range of possible treatments for the remains may be discussed, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. PRC Section 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains.</p> <p>The County will employ the following site protection measures:</p> <ol style="list-style-type: none"> (1) record the site with the NAHC or the appropriate Information Center, (2) use an open-space or conservation zoning designation or easement, and (3) record a document with the county in which the property is located. <p>If the NAHC is unable to identify a MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site, the County or its authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The County or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the County.</p>	During construction, if encountered in the field.	Qualified Project Archaeologist assigned by DPW	Contractor

Mit. No.	Mitigation Measure	Timing	Monitoring Party	Responsible Party
Paleo-1	Monitoring for Paleontological Resources. The County of Los Angeles, Department of Public Works (County) shall secure the services of a project paleontologist. The project paleontologist shall have knowledge of local paleontology and the minimum level of experience and expertise as defined by the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The project paleontologist shall supervise a paleontological resources monitor who meets Society of Vertebrate Paleontology (2010) qualifications who shall be available on an on-call basis for all ground disturbing activities within soils at or below a depth of five feet below ground surface. When a monitor is needed, the monitor will fill out daily monitoring forms. The project paleontologist will prepare a summary monitoring report. Monitoring will include the testing of sediment samples for microvertebrate fossils. The project paleontologist will seek authorization from the County to increase or decrease the monitoring effort should the monitoring results indicate that a change is warranted. In the event that unanticipated discoveries are made, Mitigation Measure PALEO-2 will be implemented. At the end of monitoring and sediment sample processing, the project paleontologist will identify the significant fossils, if any, recovered, and prepare a summary monitoring report. Monitoring will include the testing of sediment samples for microvertebrate fossils, and specifically collecting and processing a 15-gallon sample of sediments from the lowest level of the excavation. Once the 15-gallon sample is taken and processed and no paleontological resources have been seen in the monitoring, the paleontological monitoring may cease.	During construction, for all ground disturbing activities within soils at or below a depth of five feet below ground surface	Qualified Project Paleontologist assigned by DPW	Contractor
Paleo-2	Management of Unanticipated Paleontological Resources or Unique Geologic Features. In the event that unanticipated paleontological resources or unique geologic resources are encountered during ground disturbing activities, work must cease within 50 feet of the discovery and a paleontologist shall assess the scientific significance of the find. The County of Los Angeles, Department of Public Works and the paleontologist shall prepare a paleontological treatment and monitoring plan to include the methods that will be used to protect paleontological resources that may exist within the project sites, as well as procedures for fossil preparation, identification, reporting, and curation.	During construction, if encountered in the field.	Qualified Project Paleontologist assigned by DPW	Contractor
H-1	Testing and Disposal of Suspected Asbestos Containing Material (ACM) and Lead Based Paint (LBP) Discovered during Demolition. Due to the inability to initially test all areas to be demolished due to access issues, areas of unidentified ACM and LBP may be present. If suspected ACM or LBP materials are identified during demolition activities, work shall be stopped in this area and a licensed ACM/LBP abatement contractor shall be retained to conduct additional sampling and testing of this material. If ACMs or LBPs are detected, the licensed abatement contractor shall be retained to remove all additionally identified ACMs or LBPs in compliance with all applicable local, state, and federal regulations.	During demolition, if encountered in the field.	DPW	Contractor

Mit. No.	Mitigation Measure	Timing	Monitoring Party	Responsible Party
N-1	Temporary Construction Noise Barriers. Should construction activities coincide with operation of Bayshore Co-op Preschool, temporary sound noise barriers such as, but not limited to, noise attenuation blankets, portable noise barrier walls, or others which provide equivalent sound attenuation shall be installed between the work area and the preschool, as feasible. The temporary sound noise barriers shall seek to be of sufficient size to block the line-of-sight from the dominant construction noise source(s) to the noise-sensitive receptor. Such barriers shall seek to reduce construction noise at Bayshore Co-op Preschool.	During construction.	DPW	Contractor
TCR-1	Management of Unanticipated Tribal Cultural Resources. During project construction activities, should subsurface tribal cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist and an authorized tribal representative shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5 and Section 21074. If any find is determined to be significant, the archaeologist shall determine, in consultation with the implementing agency and any local Native American groups expressing interest, appropriate avoidance measures or other appropriate mitigation. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency and any local Native American representatives expressing interest in the tribal cultural resource.	During construction, if encountered in the field.	Qualified Project Archaeologist /Local Native American Representative	Contractor/Local Native American Representative

Appendix H

Proof of Publication

Long Beach Press-Telegram

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STATE OF CALIFORNIA County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principle clerk of the printer of the Long Beach Press-Telegram, a newspaper of general circulation, printed and published daily in the City of Long Beach, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, on the date of March 21, 1934, Case Number 370512. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/25/2018

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Long Beach, LA Co. California,
this 26th day of October, 2018.




J Butikoper

Signature

The Long Beach Press-Telegram, a newspaper of general circulation, is delivered to and available in but not limited to the following cities: Long Beach, Lakewood, Bellflower, Cerritos, Downey, Norwalk, Artesia, Paramount, Wilmington, Compton, South Gate, Los Alamitos, Seal Beach, Cypress, La Palma, Lynwood, San Pedro, Hawaiian

(Space below for use of County Clerk Only)

Legal No. 0011191057

	COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION ALAMITOS BAY PUMP STATION, DISCHARGE LINE REPLACEMENT PROJECT	
<p>The The Los Angeles County Flood Control District is proposing improvements to the Alamitos Bay Pump Station, located in Alamitos Bay, approximately 320 feet southeast of the intersection of 54th Place and Ocean Boulevard in the City of Long Beach. The purpose of the proposed project is to replace and upgrade aging facilities in order to increase system reliability. The project consists of removing the existing discharge structure (including all timber piles and beams, temporary support crib wall elements, walkway assembly, lifeguard observation cabin, three reinforced concrete pipelines and existing utility conduits attached to the structure) and replacing it with new buried discharge pipes and a concrete outlet structure supported on driven piles. A temporary cofferdam consisting of steel push-in piles will be required for the entire perimeter of the construction area to install the buried pipes and construct the outlet structure. The project also includes removing the existing pump station roof and installing a new steel frame roof, three feet higher than the existing height to accommodate a new bridge crane. Additional improvements to the pump station include replacing the existing office, bathroom and associated amenities, and all pump station access doors. Also, electrical service disconnection and reconnection and lighting upgrades will be performed at the pump station.</p> <p>Public Works prepared a Mitigated Negative Declaration and Initial Study (MND/IS) to assess the impact of the project to the environment and the community. Significant environmental impacts can be addressed through mitigation. The draft MND/IS are being circulated for a 30-day public review, starting October 22, 2018, and ending November 20, 2018. A copy of the document is available for review at the following locations:</p> <ul style="list-style-type: none">• Bay Shore Neighborhood Library, 195 Bay Shore Avenue Long Beach, CA 90803• Public Works, Programs Development Division, 11th Floor, 900 South Fremont Avenue, Alhambra, CA 91803-1331 <p>Interested parties must submit their comments in writing by November 20, 2018.</p> <p>Comments shall be submitted via postal or electronic mail to the following address:</p> <ul style="list-style-type: none">• Public Works, Programs Development Division, 11th Floor, Attention Ms. Ebegalle Voigt, P.O. Box 1460, Alhambra, CA 91802-1460, E-mail: evogit@dpw.lacounty.gov <p>A public meeting will be held on November 13, 2018, at 7 p.m., to solicit comments from interested parties on the scope and content of the draft MND/IS.</p> <ul style="list-style-type: none">• Location: Bay Shore Neighborhood Library, 195 Bay Shore Avenue, Long Beach, CA 90803 <p>The final MND/IS will incorporate responses to written comments received during the public review period. The final document will be considered by the Board for approval.</p> <p>Questions regarding this notice should be directed to Ms. Ebegalle Voigt, Programs Development Division, Environmental Planning and Assessments Section, at (626) 458-3967 or evogit@dpw.lacounty.gov, Monday through Thursday, between 6:45 a.m. and 5:30 p.m.</p> <p>Si necesita asistencia con la traducción a Español, por favor comuníquese con el representante del departamento de Obras Públicas del Condado de Los Angeles, Sr. Art Correa (626) 458-3948.</p>		
<p> ADA and Title VI Accommodations: Individuals requiring reasonable accommodations, interpretation services, and materials in other languages or in an alternate format may contact the department coordinator at (626) 458-7901. Requests must be made one week in advance of the scheduled meeting date. Individuals with hearing or speech impairment may use California Relay Service 711.</p> <p>PREPARED BY THE COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS FOLLOW US ON TWITTER @LAPublicWorks, @LACoGoModal WEBSITE: dpw.lacounty.gov</p>		



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