

Attachment G



Fire Station No. 9 Replacement Project

Final Environmental Impact Report

prepared by

City of Long Beach

Long Beach Development Services, Planning Bureau

411 West Ocean Boulevard, 3rd Floor

Long Beach, California 90802

Contact: Maryanne Cronin, Planner

prepared with the assistance of

Rincon Consultants, Inc.

250 East 1st Street, Suite 1400

Los Angeles, California 90012

May 2021

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RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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1 Introduction

This Final Environmental Impact Report (EIR) has been prepared for the Fire Station No. 9 Replacement Project located at 3917 Long Beach Boulevard (also referred to as the “proposed project” or “project”). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code [PRC], Section 21000 et. seq., as amended) and implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

1.1 Format of the Final EIR

The Final EIR consists of the following four chapters:

- **Section 1: Introduction.** This chapter summarizes the contents of the Final EIR and the environmental review process.
- **Section 2: Response to Comments.** During the public review period for the Draft EIR, written comment letters were received by the City. This chapter contains these comment letters and the City’s responses to the comments.
- **Section 3: Errata.** Comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the July 2020 Draft EIR. Other revisions have been made to correct typographical errors. These revisions are shown in strikeout and underline text in this chapter.
- **Section 4: Mitigation Monitoring and Reporting Program (MMRP).** This section of the Final EIR provides the MMRP for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the proposed project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

1.2 Environmental Review Process

Notice of Preparation

The City began the environmental review process pursuant to CEQA by distributing a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on November 12, 2019 and ending on December 12, 2019. The NOP was filed with the Los Angeles County Clerk-Recorder and submitted to the State Clearinghouse (SCH No. 2019110206), as well as provided on the City's website. The NOP provided information about the proposed project to members of public agencies, interested stakeholders and residents/community members.

The City received letters from three agencies in response to the NOP during the public review period. The City also received email correspondence from one Native American Tribe and three residents. Written comments are addressed, as appropriate, in the analysis contained in the various subsections of Section 4, *Environmental Impact Analysis*, and Section 5, *Effects Found Not to be Significant*. The NOP is presented in Appendix A, *Notice of Preparation and Responses*, of this EIR, along with the NOP responses received. Table 1-1, *Notice of Preparation Comments*, in Section 1 of the Draft EIR, summarizes the content of the letters and verbal comments and where the issues raised are addressed in the EIR.

Noticing and Availability of the Draft EIR

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The public review period for the Draft EIR started on July 10, 2020 and ending August 31, 2020.¹ At the beginning of the public review period, the Draft EIR and Notice of Completion (NOC) were submitted to the State Clearinghouse. A Notice of Availability (NOA) was mailed and/or emailed to 48 agencies, organizations, and individual commenters. The NOA was filed at the Los Angeles County Clerk and published in the Long Beach Press Telegram on July 10, 2020. The NOA described where the document was available and how to submit comments on the Draft EIR. The NOA and Draft EIR were also made available for public review on the City's website. The public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR.

Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. This Final EIR will be presented to the City Council for potential certification as the environmental document for the proposed project. All agencies who commented on the Draft EIR will be provided with written responses at least 10 days before certification of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with the findings pursuant to Section 15091, the lead agency may decide whether or how to approve or carry out the project. The Final EIR for the

¹ The original Notice of Availability (NOA) indicated the end of the 45-day public review period of August 24, 2020. While the NOA was delivered to the Los Angeles County Clerk Recorder by the start of public review, the County Clerk-Recorder did not post the NOA until July 15, 2020. To align with the posting date by the Los Angeles County Clerk-Recorder, the public review period was extended to August 31, 2020.

proposed project identified potentially significant effects that could result from project implementation. The City finds that inclusion of certain mitigation measures as part of project approval would reduce potentially significant effects to less than significant with the exception of impacts to historic resources.

The proposed project would involve demolition of the Fire Station No. 9 structure, which is considered a historic resource due to its age and architecture. Implementation of Mitigation Measures CR-1 through CR-3 would reduce impacts to the extent feasible by ensuring proper recordation of the building, salvaging of architectural features and materials, and installation of an interpretive plaque regarding the building in a publicly accessible location on the project site. However, demolition of the building would constitute a significant and unavoidable impact. As such, a statement of overriding considerations prepared pursuant to CEQA Guidelines Section 15093 is required for this project.

In addition, when approving a project, public agencies must also adopt a MMRP describing the changes that were incorporated into the proposed project or made a condition of project approval to mitigate or avoid significant effects on the environment (CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the City will be responsible for implementation of the proposed project's MMRP.

1.3 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in minor clarifications and modifications in the text of the Draft EIR. In addition, the project schedule has changed since publication of the Draft EIR and minor editorial corrections have been made in sections of the Draft EIR, as shown in Section 3, *Errata*, of this document. These changes are included as part of the Final EIR, to be presented to City decision makers for certification and project approval.

CEQA Guidelines Section 15088.5 sets forth requirements for why a lead agency must recirculate an EIR. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR, but before certification of the Final EIR. New information may include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in the Errata of this Final EIR (Section 3). As stated in CEQA Guidelines Section 15088.5(b), “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” None of the revisions that have been made to the EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR; and, none of the revisions introduced a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft EIR. Furthermore, the revisions do not cause the Draft EIR to be so fundamentally flawed that it precludes meaningful public review. Because none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted.

2 Responses to Comments on the Draft EIR

This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) (State Clearinghouse No. 2019110206) prepared for Fire Station No. 9 (the project).

The Draft EIR was circulated for a 45-day public review period that began on July 10, 2020 and ended on August 24, 2020. Due to the extenuating circumstances at the time of the publication the City of Long Beach extended the review period for an additional seven days, to August 31, 2020. The City received four comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No. Commenter		Date	Page No.
Agencies (A)			
A1	Caltrans	August 24, 2020	2-2
Organizations (O)			
O1	HouStories	August 12, 2020	2-4
O2	Long Beach Heritage	August 18, 2020	2-14
Individuals (I)			
I1	Ovalle, Juan	August 21, 2020	2-19

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A1.1, for example, indicates that the response is for the first issue raised in comment Letter A1).

Any changes made to the text of the Draft EIR correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR Section 3, *Errata*, as changes from the Draft EIR. Where a comment results in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

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A1

Making Conservation
a California Way of Life.

August 24, 2020

Ms. Maryanne Cronin
City of Long Beach
Dept. of Development Services, Planning Bureau
411 W. Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

RE: 3917 Long Beach Blvd. (Fire Station
No. 9) Replacement Project
Draft Environmental Impact Report (DEIR)
SCH# 2019110206
GTS #07-LA-2019-03316
Vic. LA/ 405/ 6.166

Dear Ms. Cronin:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project involves the demolition of the existing, city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard as shown on the attached location map. The proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project). Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA.

A1.1

The nearest State facility to the proposed project is I-710 and I-405. After reviewing the DEIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

A1.2

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

A1.3

If you have any questions or concerns, please contact project coordinator, Frances Duong at (213) 897-0673 or electronically at frances.duong@dot.ca.gov and refer to GTS#07-LA-2019-03316.

Sincerely,

Miya Edmonson

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Letter A1

COMMENTER: Maya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans)

DATE: August 24, 2020

Comment A1.1

The commenter states the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project).

Response A1.1

The comment summarizes the proposed project and does not remark on the adequacy of the Draft EIR. This comment is noted and responses to the individual comments are provided below.

Comment A1.2

The commenter states that nearest State facility to the proposed project is Interstate-710 (I-710) and Interstate-405 (I-405). After reviewing the Draft EIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

Response A1.2

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

Comment A1.3

The commenter states transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Response A1.3

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

August 12, 2020

Department of Development Services, Planning Bureau
ATTN: Maryanne Cronin, Planner
411 West Ocean Blvd, 3rd Floor
Long Beach, CA 90802.

Response to D-EIR for Fire House #9 at 3917 Long Beach Boulevard, Long Beach

The Draft EIR identifies two Options in pursuit of the purpose of the project, both of which entail demolition of the 1938 historic structure. However, in studying the objectives and the subsequent public benefits of the project, I ask that the City and LBFD support Alternative 4, which can meet the objective and benefits in the least disruptive manner.

O1.1

Please see my comments and questions in response to the **six objectives** and **three benefits** of the Proposed Project:

Project objectives include:

OBJ 1 Removal of structurally impaired and deteriorated Fire Station No. 9, located at 3917 Long Beach Boulevard, City of Long Beach

Comment: A case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. Fortunately, the Federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. The Historic Structures Building Codes adopted in some fashion by all of the above entities allow for prudent and flexible management of our city's cultural assets.

O1.2

Q. How can the project's objective be met without removal of this historical asset?

OBJ 2 Return Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal of six minutes and 20 seconds for structure fires and six minutes for Advance Life Support

Comment: This neighborhood must be served by mandated response times from its fire department professionals. Finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure.

O1.3

Q. Will the City and Fire Department seek alternative locations within the service area? If so, where are these alternatives located?

OBJ 3 Provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design, including the provision of facilities for all genders

O1.4

Maureen Neeley, MLIS

247 Termino Ave., Long Beach CA 90803 / HouStories@att.net / www.HouStories.net / 562.243.0863



Comment: Safety personnel and staffing has changed across the board since 1938. Equity and accommodation is vital to a thriving municipality throughout all of its professions. Repurposing or renovating a nearby building for a new station can meet this goal. Some would argue that the current fire station could also be renovated to meet these needs; however, I have not seen any architectural report that assessed the station for this purpose. I do understand the Fire Department has refused to continue to place 24-hour staff at the building because of the past presence of mold, since remediated (ref: the Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, which no longer identifies mold as a issue of high concern).

O1.4

There is also concern that any modern renovation that would bring the Fire Station up today's standards would – in effect – destroy the character-defining features that make this structure an eligible landmark.

O1.5

Q: Have there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire & Safety purposes? If so, may I receive a copy?

OBJ 4 Removal of a potential threat to public health and safety issue, which includes, but is not limited to, mold spores associated with substantial structural water damage that require invasive remediation techniques

Comment: The presence of mold is not a death knell for buildings. The Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The building is still in relatively sound condition, despite a pattern of deferred maintenance.

O1.6

Q. How will the City vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9?

O1.7

OBJ 5 Removal of a vacant building that could attract criminal activity and other nuisances

Comment: This is a specious argument that purports to tear down a building simply because it is vacant. There is no guarantee any new building erected on this site will remain occupied.

O1.8

Q. What are the City's/LBFD's plans to adaptively reuse this historic landmark-eligible site?

OBJ 6 Ensure that the City's historic and cultural heritage values are considered regarding the removal and/or remediation of the Fire Station No. 9 building

Comment: Major architect, W. Horace Austin (1881-1942) designed Fire Station No. 9 in 1938. Austin was tapped by the City to participate in this New Deal partnership with the Federal government. Austin's salary, along with those of the laborers, was paid through the Public Works Administration (WPA): \$23,523 included six months of labor from forty-five workmen. The City allocated \$12,944 for materials and permits.¹ Of wood frame and stucco construction, Fire Station

O1.9

¹ "Building of Fire Depot Projected," *Long Beach Press Telegram*, Sept. 7, 1938



No. 9 is the only City station constructed in a Tudor style, its massing and architecture specifically designed to blend into the style of the surrounding neighborhood.

Moreover, Fire Station No. 9 has been identified as eligible for designation as a Historic Landmark, significant under City Ordinance 16.01 as an example of a WPA project, under the context of Institutional Development of the City.

Keeping the building in situ, as Alternative 4 states, would achieve this goal. Other types of mitigation such as photo archives, plaques, and salvaging of architectural elements are woefully lacking, especially since the building, according to reports provided to the City with this D-EIR, is sound and salvageable.

Q. What purposes has the City explored for appropriate adaptive reuse of this cultural resource?

Project Benefits The proposed project would have the following benefits:

BFT 1 Removal of a vacant structure that could attract nuisance/criminal behavior to the area
Comment: Adaptive reuse of this building will reduce the chances that nuisance behavior will take place on the site.

BFT 2 Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers
Comment: This benefit can be met by finding an alternative station site.

BFT 3 Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals
Comment: Finding and constructing either a temporary or new building to house Fire Station No. 9 within the service area will provide this benefit, without the demolition of a city historical asset.

In summary, my statements above demonstrate that Alternative 4 would meet the overall objectives of the Project AND provide a unique neighborhood building that saves and reuses an irreplaceable historic site.

By nominating this building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill. Clearly, Alternative 4 is the sustainable, environmental, cultural and logical choice to meet the Project Objectives.

I urge you to NOT demolish Fire Station No. 9 and instead locate a new fire station at another, more appropriate location, leaving the 1938 structure *in situ*, available for private or public re-use.

Sincerely,

Maureen Neely, MLIS


Maureen Neely, MLIS
247 Termino Ave., Long Beach CA 90803 HouStories@att.net www.HouStories.net 562.243.086

Letter O-1

COMMENTER: Maureen Neely, HouStories

DATE: August 12, 2020

Comment O1.1

The commenter states that from in reviewing the objectives and the subsequent public benefits of the project, the commenter requests the City and Long Beach Fire Department (LBFD) support Alternative Four, which can meet the objective and benefits in the least disruptive manner.

Response O1.1

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. Section 7, *Alternatives*, of the Draft EIR presents a range of potential alternative options to the proposed project and weighs their abilities to meet the project objectives and reduce environmental impacts. Through the process of considering the potential alternatives, the Lead Agency has determined that none of the alternatives meet all of the basic project objectives and therefore, the proposed project is the preferred option. This comment expresses support for Alternative Four and responses to the individual comments are provided below. This comment will be forwarded to City decision-makers for their consideration.

Comment O1.2

The commenter refers to Objective 1, and states that a case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. The commenter states the federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. Building codes have been adopted in some fashion by all of the above entities allow for prudent and flexible management of the City's cultural assets. The commenter asks how the project's objectives can be met without removal of this historical asset.

Response O1.2

CEQA Guidelines Section 15124(b) states that a project description should include a statement of objectives and these objectives should include the underlying purpose of the project and may discuss the project benefits. The primary objective of the project (stated on page 2-16 of the Draft EIR) is to return Fire Station No. 9 personnel to their service area and remove a building that is a potential threat to public health and safety. Although, due to the age and architecture of the building, Fire Station No. 9 appears to be eligible for designation as a Long Beach Historic Landmark, the City has determined that the best course of action is to demolish the structurally impaired building due to the hazardous conditions created by mold and the issues posed by maintaining a vacant, deteriorated building on the project site and the general incompatibility of the structure with the programming needs of a modern fire station. This determination is further supported by ongoing criminal and nuisance issues that have characterized other vacant City buildings in recent history. For example, Old City Hall has had numerous break ins, copper and wire theft, and vagrant encampments occur in the last several months, which creates substantial safety issues and cleanup

and security costs for the City. Maintaining the vacant Fire Station No. 9 building could result in similar issues.

The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)." Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

Comment O1.3

The commenter refers to Objective 2 and states the neighborhood must be served by mandated response times from its fire department professionals. The commenter states that finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure. The commenter asks if the City and LBFD will seek alternative locations within the service area and where are these alternatives located.

Response O1.3

The commenter is referred to Response O1.2 above, regarding the requirements for project objectives under CEQA Guidelines Section 15124(b), and Section 7, *Alternatives*, where alternatives to the proposed project are assessed. Specifically, Alternative Three and Alternative Four consider the reuse of the project site for redevelopment with land uses other than Fire Station No. 9 and specify that the station would be required to continue operating out of the temporary site until a suitable replacement facility has been constructed. The temporary offsite facility is located outside of Fire Station No. 9 Service Area. The location of the current facilities has impacted response times.

In order to continue serving the fire and safety needs of Fire Service Area No. 9, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

Though a potential replacement site has been identified, the City has determined that the proposed project is the preferred alternative as it would allow the City a potential option to return to the Fire Station No. 9 location with a modular structure returning the crew to its service area, should the City fail to close escrow on an adequate alternative site and build the new station in a timely manner. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

Comment O1.4

The commenter refers to Project Objective 3 and states safety personnel and staffing has changed across the board since 1938 and equity and accommodation is vital. The commenter states repurposing or renovating a nearby building for a new station can meet the goal. The commenter further states current fire station could also be renovated to meet these needs but has not seen an architectural report that assessed the station and understands the LBFD has refused to continue to

place 24-hour staff at the building because of the past presence of mold, since remediated and states the consultants, no longer identify mold as an issue of high concern.

Response O1.4

The commenter provides a subjective opinion concerning reuse of the building and states the mold as an issue of concern would no longer be high. Please see Response O1.2, above, regarding the requirement to provide project objectives under the CEQA Guidelines. It is unclear how the commenter has determined that the consultants no longer identify mold as an issue, conclude that the mold would no longer be an issue of concern, and conclude that the building can be remediated. In fact, the commenter references the Hazardous Materials Technical Study (provided in Appendix E of the Draft EIR) and the commenter states that the study referenced determined mold is no longer an issue of high concern. However, the Hazardous Materials Technical Study did not involve mold sampling and its focus was to identify a range of potential environmental issues primarily through review of existing documentation. Though mold was not visible during site reconnaissance for the Hazardous Materials Technical Study, Section 6, *Conclusions and Recommendations*, states that the previous reports have indicated mold, lead-based paint, and asbestos may be present within the building materials, which could pose a health risk. Furthermore, the commenter is referred to the Mold Assessment Report and Engineer's Cost Estimate (available in Appendix B of the Draft EIR), which concludes that in order to occupy the building and not pose a health risk, a major renovation/restoration of the building is necessary in order to remove existing mold and prevent the continued growth of mold within the structure.

As discussed in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR), in order to occupy the building and to ensure the health and safety of crew members, the building would need to be "scrubbed to the studs" with a wire brush, all interior materials and possibly exterior materials would need to be removed and replaced in order to remediate the mold issues, and the building would require encapsulation to prevent continued water intrusion and mold growth. Thus, the remediation would likely remove many, if not all, historic character defining features of the Fire Station No. 9 in order for the fire department to reoccupy the site. A new Fire Station was deemed necessary due to the needs of the crew, the ability to meet National Fire Protection Agency (NFPA) standards, and the high potential for mold to reoccur based on its previous occurrences. Further, the building may contain lead and asbestos containing materials (ACMs) within the structure which could be detrimental to the health of fire crews occupying the site 24-hours a day, seven days a week, for three to four day shifts per crew member. Further related to NFPA standards, the station currently only contains a men's restroom and due to the size of the building the living quarters are extremely constrained and cannot be expanded. The building in its current condition cannot adequately support the stations crew and cannot comply with the NFPA standards within its current configuration. This includes restrooms for both genders and American with Disabilities Act (ADA)-accessible building design, while providing adequate living space for the crew. Moreover, with the spread of the novel Corona Virus (COVID-19) throughout fire stations and departments in the country, it is imperative to maintain the health and safety of the City's first responders. Providing an adequately sized fire station that includes the proper restrooms and hygiene facilities, as well as living spaces to accommodate the crew, is imperative given the ongoing public health crisis.

Comment O1.5

The commenter also states there is also concern that any modern renovation that would bring the Fire Station up today's standards would, in effect, destroy the character-defining features that make this structure an eligible landmark and asks if there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire and Safety purposes, if yes receive a copy.

Response O1.5

The commenter is referred to Response O1.2 above, which provides the City's current circumstance and its' inability to continue to maintain a structurally impaired and deteriorated Fire Station No. 9. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property (2019 East Wardlow Road) while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature and there is no guarantee that an alternative location to build a new station will be available to the City. Additionally, with the on-going impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be prepared for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Further, there are no plans developed to adaptively reuse the structure for any other uses, due to the costs related to building remediation as well as potential liabilities associated with holding assets that are structurally impaired and deteriorated.

As discussed above under Response O1.4 and in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR for the Mold Assessment Report), in order to adaptively reuse the building for the fire crew, remediation work is required that includes mold abatement, lead removal, and removal of suspect ACMs. Moreover, the building is not compliant with NFPA standards. Activities required to remediate hazardous materials in the building and meet NFPA standards would likely remove many, if not all, of the character-defining features of the building. Due to the current condition of the building, major building rehabilitation work is required, and the commenter is referred to Draft EIR page 4.2-5 for more information.

Comment O1.6

The commenter restates Objective 4 and states the presence of mold is not a death knell for buildings and February 2020 report does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The commenter states the building is still in relatively sound condition, despite a pattern of deferred maintenance.

Response O1.6

The commenter provides an opinion of the February 2020 Hazardous Materials Technical Study (Appendix E of the Draft EIR). It should be noted, on page 21, the study states that lead, asbestos, and mold investigations have previously been conducted onsite and both lead based paint and mold are both known to be or have been present in the building, (Draft EIR page 4.4-14). Please also refer to Response O1.4.

Comment O1.7

The commenter asks how the City will vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9.

Response O1.7

As noted in Section 2, *Project Description*, pages 3-12, there are no plans for reoccupation of the project site beyond the installation of a temporary modular structure (Option A). Under both Option A and Option B, the existing building would be demolished. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure.

Furthermore, no organizations or individuals have indicated interest in purchasing the property and restoring the building. Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

Comment O1.8

The commenter restates Objective 5, and states Objective 5 is specious argument that purports to tear down a building simply because it is vacant and states there is no guarantee any new building erected on this site will remain occupied. The commenter asks what the City's/LBFD's plans are to adaptively reuse this historic landmark-eligible site.

Response O1.8

The commenter is referred to Response O1.2 and Response O1.4 above, regarding the project objectives and building conditions. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure. Further, there are no plans developed to adaptively reuse the structure for any other uses as part of the proposed project, nor have any organizations or individuals expressed an interest in purchasing the site and restoring the building. Therefore, the proposed project is the preferred option for the City and adaptive reuse plans are not under consideration.

Comment O1.9

The commenter restates Objective 6, provides the historical background for the existing building, and states maintaining the building in situ, as Alternative Four states, would achieve this goal. Other types of mitigation such as photo archives, plaques and salvaging of architectural elements are woefully lacking and provides an opinion that the building, according reports provided to the City with this Draft EIR, is sound and salvageable. The commenter asks what purposes has the City explored for appropriate adaptive reuse of this cultural resource.

Response O1.9

There are no proposed studies or plans to reuse the location as a fire station due to the mold issues and deteriorated condition of the building, as well as the general incompatibility of the structure with the programming needs of a modern fire station. The commenter is referred to Response O1.5 above, which provides details regarding why salvaging the building is not an alternative being pursued by the City, due to the inability to successfully remediate the site to accommodate the fire crew, the cost to remediate, the cost to repurpose and the cost and liability to leave the project site in its current condition.

As discussed above in Response O1.8, there are also no plans developed to adaptively reuse the structure for any other uses due to the impact remediation would have on the character-defining features of the building. While the proposed mitigation would not reduce impacts to historic resources to a less than significant level, the proposed Historic American Building Survey (HABS)-level III documentation, developed by the National Park Service, interpretive plaque, and salvage plan are widely used mitigation techniques when building preservation is not feasible or desirable.

Comment O1.10

The commenter restates the project's benefits. The commenter states Alternative Four would meet the overall objectives of the project and provide a unique neighborhood building that saves and reuses an irreplaceable historic site. By nominating the building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill.

Response O1.10

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. Removal of character-defining features would impact the historic integrity of the building, and there is not guarantee that the building would be eligible for any of the benefits the commenter discusses above. In addition, as discussed in Response O1.8, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building. Therefore, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option.

Comment O1.11

The commenter urges the City not to demolish Fire Station No. 9 and instead locate a new fire station at another location, leaving the structure *in situ* and available for private or public re-use.

Response O1.11

As discussed in Section 7, *Alternatives*, the preservation of the Fire Station No. 9 building was considered, but ultimately rejected as infeasible due to the scope of remediation activities required, which would result in impacts to the building's character-defining features, and because it would

not meet all of the basic project objectives. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

August 18, 2020

LONG BEACH HERITAGE RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR FIRE STATION 9 REPLACEMENT PROJECT (SCH No. 2019110206)

Fire Station No. 9, located at 3917 Long Beach Boulevard, was designed by the notable local architect W. Horace Austin (1881-1942), who was described in his obituary published in the *Press-Telegram* as “the Dean of Long Beach architects.” According to this newspaper, the building has a “modified English style of architecture. Gabled roof and massive doors will grace the structure.” The City Council approved the plans for the \$15,000 Fire Station No. 9 in December 1937 and it was constructed in 1938 by the Works Progress Administration. It opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach. Thus, it is associated with an important person in local history and also with an important agency in United States history.

O2.1

The exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

O2.2

Long Beach Heritage recommends that the City of Long Beach should pursue Alternative Four: Preservation and Adaptive Reuse Alternative and that the mold problem in Fire Station No. 9 should be assessed and remediated. The lot upon which the building stands is relatively small and cannot support a large development. The present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. Alternative Four is also the environmentally superior alternative because it would preserve a local cultural resource. It would be a shame if Fire Station No. 9 was demolished quickly, like the Jergins Trust Building on Ocean Boulevard, and the lot remained a vacant hole in the ground for decades. Another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

O2.3

The mitigation proposed by the City of Long Beach, which includes photographs, a plaque, and possible salvage of architectural elements, is not acceptable to Long Beach Heritage. The demolition of an historic resource, without attempting to remediate the mold problem and adaptively reuse the building first, has occurred too often in Long Beach. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening up the interior walls of Fire Station No. 9 is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

O2.4

Contact: Louise Ivers, Board Member, Long Beach Heritage

livers@csudh.edu

(562) 436-2405

1837 East 6th Street, Long Beach, CA 90802

Letter O2

COMMENTER: Louise Ivers, Board Member, Long Beach Heritage

DATE: August 18, 2020

Comment O2.1

The commenter states the building was designed by architect W. Horace Austin and has a “modified English style of architecture, gabled roof and massive doors grace the structure and provides historical building approvals in December 1937. The commenter also states that it was constructed in 1938 by the WPA and opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach.” Thus, the building is associated with an important person in local history and also with an important agency in U.S. history.

Response O2.1

This comment summarizes the historic association of the Fire Station No. 9 structure and will be forwarded to City decision-makers for their consideration. The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project’s eligibility, where the project description was revised to indicate that “the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR).” The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

Comment O2.2

The commenter states that the exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

Response O2.2

As discussed in Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, and as stated in the Historic Resource Evaluation Report and Peer Review and Cultural Resources Study documents (both available in Appendix D of the Draft EIR), the project site meets the eligibility criteria for a local landmark due to its association with the City’s partnership with the WPA after the 1933 Long Beach earthquake. The reports also note that though the property was designed by a well-known local architect, the property was completed towards the end of the architect’s career and therefore does not reflect a particularly important phase of his development. While the property is eligible for local listing as a landmark, the Historic Resource Evaluation Report and Peer Review determined that the building does not retain sufficient integrity of setting, workmanship, and materials for listing in the National Register of Historic Places due to alterations to both the interior and exterior of the building. Character-defining features of the building include its single-family residential scale, massing and asymmetry, half-timbering and other wood details, cement plaster exterior finishes, hose tower, wood window frames and windows, and oversized garage doors. However, many of the original building materials and character-defining features, such as the roof and all but one window,

have been replaced or removed in the years since construction of the fire station (GPA 2019). The commenter is referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)."

Comment O2.3

The commenter states that Long Beach Heritage recommends the City pursue Alternative Four, Preservation and Adaptive Reuse Alternative, and that the mold problem in Fire Station No. 9 should be assessed and remediated. The commenter states that the lot upon which the building stands is relatively small and cannot support a large development. The commenter states the present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. The commenter states that Alternative Four is the environmentally superior alternative because it would preserve a local cultural resource and another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

Response O2.3

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature, and with no guarantee of an alternative location to build a new station and the economic impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be made ready for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready.

Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. The scope of remediation required is detailed in the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR). In addition, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building or purchasing and relocating the building to another site, therefore the potential for adaptive reuse of the building is speculative. As a result, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option. However, this comment will be forwarded to City decision-makers for their consideration.

Comment O2.4

The commenter states the mitigation proposed by the City of Long Beach, which includes photographs, is not acceptable to Long Beach Heritage. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening the interior walls is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

Response O2.4

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B) determined that in order to remediate the building and ensure the mold would not reoccur, “[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement” (page 2). In addition, the commenters assertion that mold in the building has been caused by leaking hoses is unfounded. As noted in the Mold Assessment and Engineers Cost Estimate and the Quarterly Industrial Hygiene Report dated February 22, 2019 (available in Appendix B of the Draft EIR), water intrusion in the building was found to be result of unsealed penetrations on the exterior walls, missing and clogged roof drainpipes, leaking windows, ponding water at the base of the building and under the crawlspace, and a lack of proper drainage on the site. This is due to building deficiencies that would persist regardless of the building occupant, unless substantial modifications are made to the building to remove existing mold and moisture impacted materials and resolve the underlying issues that have led to water intrusion. This would impact many, if not all, of the character defining features of the building and would impact its historic integrity.

Also, as noted in the Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, the proposed mitigation measures include HABS-level III documentation, installation of an interpretive plaque, and salvage plan. These measures were developed by the National Park Service and Secretary of the Interior and are widely used mitigation techniques when building preservation is not feasible or desirable. The proposed mitigation measures are standard practice and are intended to reduce the impact to the greatest extent feasible; however, there are no measures that could mitigate the demolition of a historical resource to a less than significant impact. This comment will be forwarded to City decision-makers for their consideration.

August 21, 2020

City of Long Beach
Long Beach Development Services, Planning Bureau
411 W. Ocean Blvd, 3rd Floor
Long Beach, CA 90802

Attention, Maryanne Cronin, Planner

Subject: Fire Station No. 9 Replacement Project, Draft EIR

Greetings,

This EIR is clearly pushing a political agenda. The decisions being taken by the City are being made by politicians and special interests rather than experts. Look at City Hall and all of the other boondoggles of this city, some may say incompetent City management and self serving politicians are simply the new norm. The estimated cost for a wish list from Fire Department or this EIR is meaningless, it does not address what is actually necessary to reopen and get our station back to work. This EIR is not about any sort of replacement, it is about demolition, and the Fire Department Chief and the rest of the talking heads at City Council have misled the public.

I1-1

The problem as explained to me by fire department officials, as read in the Industrial Hygiene Report dated March 31, 2003 as well as the report by the contractor that actually did the mold remediation back in June of 2019, demonstrate the incompetence by City management in properly maintaining our City assets. Mold can be abated without having to wait years for a new station to get designed and built. Unfortunately, it appears that when the issue was "resolved" the first time, three years ago... it really wasn't resolved. In early 2019 the issue resurfaced again possibly due to the rains we received, and in June of that year the issue was again resolved. In fact, the company that made the repairs back in June of 2019 provided a report to the City that recommended they follow through with their findings in order to avert a future mold problem. Why didn't the city follow the mold expert's advice to do further study with a water intrusion expert, or take outside advice on remediation? This shutdown was and is unacceptable.

I1-2

I1-3

A quote from our District representative Al Austin "We are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." So something did not add up. If it was resolved, then why was Fire Station 9 closed?

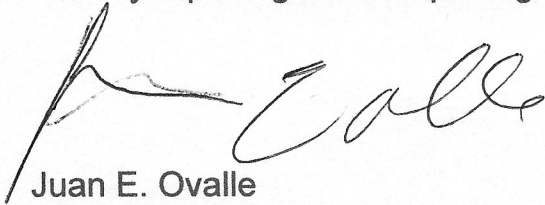
I1-4

But it's not too late. This is something that a decent contractor can fix, and the City can save millions of dollars and decrease response times almost immediately.

I1-5

We the residents of the 8th District have been left outside of the decision-making process far too many times, Save our Historic WPA Built Fire Station No. 9. Save our tax payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9

I1-6

A handwritten signature in black ink, appearing to read 'Juan E. Ovalle', with a stylized, cursive script.

Juan E. Ovalle
50 Year Long Beach Resident

Letter I1

COMMENTER: Juan E. Ovalle, Individual

DATE: August 21, 2020

Comment I1.1

The commenter states that the Draft EIR is pushing a political agenda and decisions being taken by the City are being made by politicians and special interests rather than experts. The commenter states the estimated cost for a wish list from Fire Department or the Draft EIR does not address what is actually necessary to reopen and get the station back to work. This Draft EIR is not about any sort of replacement, it is about demolition.

Response I1.1

As discussed on pages 2-10 and 2-11 in Section 2, *Project Description*, the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station. Due to the hazardous conditions of the building and the building's unsuitability for use as a modern fire station, the City has determined that demolition of the building is the best option for the project site as it will allow the site to be used as a temporary location for Fire Station No. 9 if other long-term accommodations for the crew cannot be identified. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

Comment I1.2

The commenter states that, based on explanations from fire department officials, his interpretation of the Industrial Hygiene Report dated March 31, 2003, and the report by the contractor that did the mold remediation back in June of 2019, "The problem... demonstrate[s] the incompetence by City management in properly maintaining our City assets."

Response I1.2

The 2003 Industrial Hygiene Report referenced by the commenter was prepared to investigate reports of fainting and other health-related concerns (report available in Appendix B). Although no specific environmental factors were identified in the 2003 investigation to alert the City Safety Officer and Occupational Health Officer/physician (testing authorities) to links regarding the health concerns, the concerns were addressed through ductwork cleaning in the existing building. Two quarterly Industrial Hygiene reports were completed by Health Science Associates (HSA) in 2019 (available in Appendix B). In February 2019, the report concluded that Fire Station No. 9 continued to exhibit dust and cleanliness, mold, and water leakage issues despite prior remediation activities. The report indicated that two indoor areas had serious water leakage with water visibly dripping inside: the first floor sleeping quarters in bedroom one and the second floor sleeping quarters in bedroom three. The south wall footing of the crawlspace was also leaking due to rainwater intrusion. Blistering paint areas around the windows was noted. Particulate matter levels indoors were elevated as compared to outdoors. The report recommended additional cleaning of the indoor environment, repair of the windows in bedrooms one and three, repair of the leaking crawlspace,

gutter cleaning in order to prevent future leaks, and the replacement of a deteriorated wooden shelf that was showing false positives for moisture readings. A final round of fungal/mold sampling was conducted by HSA in spring 2019, which fungal/mold spores in the sleeping quarters in room three. Both of these quarterly industrial hygiene reports are available in Appendix B of the Draft EIR. These issues are related to age of the building and its deterioration over time. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft Focused EIR; therefore, no further response is required.

Comment I1.3

The commenter states that mold can be abated without having to wait years for a new station to get designed and built. The commenter states that the issue was resolved for the first time three years ago, then resurfaced in early 2019, and was abated again in June 2019. The commenter states that the company that made the repairs back in June of 2019 provided a report to the City that recommended actions to avert a future mold problem. The commenter asks why the City did not follow the mold expert's advice to do further study with a water intrusion expert or complete the suggested remediation activities.

Response I1.3

This comment will be forwarded to City decision-makers for their consideration. The commenter is referred to Section 2.4.4, *Site Investigations*, of the *Project Description* for a summary and table detailing the timeline of previous site investigations completed for the building, evidencing the City's ongoing attempts to remediate the site's mold issues. In addition, all site investigations are available in full in Appendix B of the Draft EIR. As noted in Section 2.4.4, *Site Investigations*, the City has conducted 18 investigations into the causes of health concerns exhibited by employees working in Fire Station No. 9 and the presence of mold and other environmental issues. In addition, the site investigation records indicate that duct cleaning, deep cleaning, and mold abatement activities have been carried out at least four times since the issues with the building were first noted. Despite multiple attempts to remediate mold within the building, mold and evidence of water intrusion have persisted and would require substantial alterations to the building in order to resolve these issues. Per the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B), removal of internal flooring and walls, replacement of windows, and roof replacement would be just some of the activities required to abate mold within the building. These activities would remove many of the character-defining features of the building and the building still would not meet NFPA standards for fire station design. Therefore, abatement and reuse of the building as a fire station is not being pursued by the City.

Comment I1.4

The commenter provides a "quote" from the District Representative, "... we are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." The commenter asks, "If it was resolved, then why was Fire Station 9 closed?"

Response I1.4

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

Nevertheless, the commenter is referred to Response I-1.3 above and Section 2.4.4, *Site Investigations*, of the Draft EIR, which provides a detailed timeline of the site investigations that have occurred over the years, evidencing the City's ongoing attempts to remediate the site's ongoing mold issues.

Comment I1.5

The commenter states that removing the mold is something that a decent contractor could fix, and the City could save millions of dollars and decrease response times almost immediately.

Response I1.5

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR) determined that in order to remediate the building and ensure the mold would not reoccur,, "[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement" (page 2). The cost to abate the mold and bring the building up to code was estimated at \$1,549,790. Due to size constraints of the building and the substantial remediation activities required, many, if not all, of the buildings character-defining features would be removed and/or altered. Thus, Draft EIR Section 4.7, *Alternatives*, determined that the reuse of the building as a fire station would be infeasible.

The comment does not question the adequacy of the Draft EIR; therefore, no further response is required. However, this comment will be forwarded to City decision-makers for their consideration.

Comment I1.6

The commenter states, "Save our Historic WPA Built Fire Station No. 9., save our tax-payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9."

Response I1.6

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

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3 Errata

This Errata addresses revisions Fire Station No. 9 evaluated in the Environmental Impact Report (EIR). The EIR is comprised of the Draft EIR dated July 2020, and the Final EIR dated September 2020. Section 2, *Response to Comments*, of the Final EIR responds to the agency and public comments provided on the Draft EIR. This Errata presents the in-text revisions as discussed in the Response to Comments. In-text deletions are noted by ~~strikeout~~ and in-text insertions by underline. Individual typographical corrections are not specifically indicated here. The revisions are organized by section and page number. As discussed below, none of the conditions in Section 15088.5 of the CEQA Guidelines would be met because of these proposed refinements and revisions, and recirculation of the Draft EIR is not required.

3.1 Effect of In-Text Revisions

As demonstrated by the following discussion, the in-text revisions would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts and therefore do not warrant recirculation of the Draft EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines Section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
 - 1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
 - 2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
 - 3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
 - 4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this Errata makes insignificant changes to the information that has already been presented in the Draft EIR dated July 2020. In addition, the minor proposed revisions are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project. As described below, the proposed revisions would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation is not required.

3.2 Summary of In-Text Revisions

Executive Summary

Executive Summary Executive – Page ES-1

The following text revisions have been made on page ES-1, to identify the potential eligibility of the project as a historic resource:

The proposed project involves demolition of the 5,548-square foot City-owned Fire Station No. 9, and development of a temporary fire station. Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, discussed further in Section 2.4.4, *Site Investigations*. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

Executive Summary Executive – Page ES-2

The following text revisions have been made on page ES-2, to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9. The AUP ~~request would~~ approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. While the subject site is just outside of Fire Service Area

9, it remains within Battalion 3 command and is able to serve the fire service area. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years.

This revision is to complete the record for recent Zoning Administrator actions.

Executive Summary Executive – Page ES-2

The following text revisions have been made on page ES-2, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, in the EIR. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

Project Description

Section 2.5 Project Characteristics– Page 2-11

The following text revisions have been made on page 2-11, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, above. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the Draft EIR.

Section 2.5 Project Characteristics – Page 2-11

The following text revisions have been made on page 2-11 to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all

documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9 until a new station can be built. The AUP ~~request would approval~~ includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years. The two options under consideration for the proposed project are described below.

This revision is to complete the record for recent Zoning Administrator and City Manager actions.

Section 2.5 Project Characteristics – Page 2-12

The following text revisions have been made on page 2-12 regarding the construction schedule for Option A:

Construction is anticipated to commence in Fall 2021 (November) ~~mid-November 2020~~ and last for approximately six-months through Spring 2022.

The following text revisions have been made on page 2-12 regarding the construction schedule for Option B:

Construction is anticipated to commence in mid-November 2021 ~~2020~~ and would be completed by the end of December 2021 ~~November 2020~~.

Air Quality

Section 4.1 Methodology– Page 4.1-7

The following text revisions have been made on page 4.1-7 regarding the construction schedule for Option A:

Construction activities would last approximately six months from fall 2021 to spring 2022 ~~summer 2020 to winter 2020~~.¹

The following text revisions have been made on page 4.1-8 regarding the construction schedule for Option B:

¹ Option A's air pollutant and greenhouse gas (GHG) emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and finish by the end of December 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

Construction would take approximately two months and is anticipated to commence in November 2021.²

Alternatives

Section 7.3.1 Alternative One: No Project Alternative Page 7-6

The following text revisions have been made on page 7-6, to identify the potential eligibility of the project as a historic resource:

Alternative One would maintain the existing structure, and the City would continue to treat the building as occurrences of mold are detected. Under this Alternative, mold would be remediated as detected and where necessary to ensure structural integrity. Under this Alternative, the building would remain unoccupied due to the potential health and safety hazards associated with the recurring mold. However, the overall physical structure would remain intact and would maintain its overall historic integrity. This alternative would preserve the character of the site. ~~and many of the aspects that qualify the building for listing in the NRHP and CRHR.~~

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The analysis indicates that the building would not qualify for listing in the NRHP and/or CRHR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

² Option B's air pollutant and GHG emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021, with an opening year of 2022. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

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4 Mitigation Monitoring and Reporting Program

4.1 Introduction to the MMRP

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code [PRC] 21081.6). PRC Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

This mitigation monitoring and reporting program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Draft Environmental Impact Report (Draft EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

4.2 MMRP Matrix

Table 1, *Mitigation Monitoring and Reporting Program*, lists mitigation measures and project design features that are required to reduce the significant effects of the proposed project. These measures correspond to those discussed in Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsible entity for monitoring each measure. The Long Beach Department of Public Works (Public Works) and Department of Development Services will have the responsibility for implementing the measures, and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
Cultural, Paleontological and Tribal Resources						
CR-1: Building Recordation						
Archival documentation of as-built and as-found condition shall be prepared for Fire Station No. 9 building at 3917 Long Beach Boulevard prior to demolition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach, where it would be available to local researchers.	Visual inspection and written verification	Public Works to contract a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History that will complete archival documentation of the existing Fire Station No. 9 building prior to the issuance of a demolition permit.	City of Long Beach			
CR-2: Interpretive Plaque						
An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9. The plaque can be installed on a publicly accessible outdoor location. The plaque shall include images and details from the Historic American Building Survey documentation and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History (National Park Service 1983). Installation of the plaque shall be completed within one year of the date of completion of the proposed project.	Visual inspection and written verification	Public Works to prepare plaque and install on the project site within one year of project completion.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-3: Salvage Plan						
Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations. The Department of Public Works shall seek the guidance of Long Beach Heritage to identify the appropriate organizations and provide guidance on the salvaging process. An inventory with brief descriptions of salvageable items shall be created to provide to architectural salvaging organizations	Written plan/report and verification by Long Beach Heritage	Public Works shall work with Long Beach Heritage to identify salvageable materials prior to issuance of a building demolition permit.	City of Long Beach			
CR-4: Unanticipated Discovery of Archaeological Resources						
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as data recovery, excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts to cultural resources.	Written verification of compliance with procedures for treatment of discovered archaeological resources	Public Works shall provide written evidence that a Qualified archaeologist has been retained and ensure that this measure applies during ground disturbing phases of construction.	City of Long Beach			
CR-5: Unanticipated Discovery of Paleontological Resources						
In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with SVP (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted (SVP 2010). Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.	Written verification of compliance with procedures for treatment of discovered paleontological resources	Public Works shall provide written evidence that a Qualified paleontologist has been retained and ensure that this measure applies during ground disturbing phases of construction	City of Long Beach			

City of Long Beach
Fire Station No. 9 Replacement Project

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-6: Retain a Native American Monitor						
The lead agency shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Monitoring agreement	Public Works will retain a Native American Monitor prior to the issues of a grading permit and monitoring will be conducted continuously during ground disturbing activities	City of Long Beach			
CR-7 Professional Standards						
Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Review of monitoring protocol, confirmation of monitor’s qualifications	Public Works will confirm that monitors hired for the project are vetted for the required qualifications and will review written monitoring protocol to ensure consistency with professional standards.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-8 Unanticipated Discovery of Tribal Cultural Resources						
Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner (City) regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources. Pursuant to Public Resources Code Sections 21083.2(b), preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.	Coordination with archaeological and approved tribal monitor. Written verification of compliance with procedures for treatment of discovered tribal cultural resources.	Public Works shall provide written evidence that a qualified archaeologist and tribal monitor have been retained and ensure that this measure applies throughout the entirety of ground disturbing phases of construction.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-9 Unanticipated Discovery of Human Remains and Associated Funerary Objects						
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.	Written verification of compliance with procedures for treatment of discovered human remains and funerary objects	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains and/or funerary objects encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			
CR-10 Resource Assessment and Continuation of Work Protocol						
Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Written verification of compliance with procedures for treatment of discovered human remains	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-11 Kizh-Gabrieleno Procedures for Burials and Funerary Remains						
If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects are unearthed and determined to be of Kizh-Gabrieleno in origin.	City of Long Beach			
CR-12 Treatment Measures						
Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects of Native American origin are unearthed.	City of Long Beach			

City of Long Beach
Fire Station No. 9 Replacement Project

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
<p>Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>						
Hazards and Hazardous Materials						
HAZ-1: Lead-based Paint						
<p>Project work with materials that could contain Lead Based Paint (LBP) shall be monitored under the direction of a Certified Industrial Hygienist (CIH) who a Certified Lead Project Designer. The CIH shall confirm workers on site have received appropriate training and adhere to safety requirements during construction activities. All contractors shall be provided with and be responsible for following the required if suspect hazardous materials are identified during demolition (e.g. stop work, remove workers onsite, and notify the CIH). If LBP is found to be present, standard handling and disposal practices for LBP shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.</p>	<p>Monitoring agreement with CIH and written verification of worker training</p>	<p>Public Works will hire a CIH and confirm workers received training prior to the start of demolition activities</p>	<p>City of Long Beach</p>			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
HAZ-2 Suspect Asbestos Containing Materials						
Prior to the issuance of a demolition permit, the City shall obtain a letter from a qualified asbestos abatement consultant that no Asbestos Containing Materials (ACMs) are present in the building. If ACMs are found to be present, the materials shall be abated in compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403, as well as other applicable State and Federal rules and regulations. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement activities onsite. All ACMs removed from the onsite structure shall be hauled and disposed offsite by a transportation company certified to handle asbestos and hazardous materials.	Monitoring agreement with a qualified asbestos abatement consultant and written verification of presence or absence of ACMs	Public Works will hire a qualified asbestos abatement consultant to inspect the building prior to the start of demolition activities.	City of Long Beach			
HAZ-3 Underground Storage Tank Investigation and Closure						
A potholing investigation in the vicinity of the historical underground storage tank (UST) shall be conducted and/or a geophysical survey of the site shall be conducted. If a UST is found onsite, the City shall apply for a permit for tank removal at least one month prior to demolition activities. UST(s) found onsite shall be removed under regulatory oversight of the Long Beach Fire Prevention Bureau. Additionally, the City may require that the tank also be permitted for its prior installation. During tank removal activities, a minimum of two excavation sidewall and bottom soil matrix confirmation samples shall be collected to evaluate potential onsite impacts associated with the UST(s).	Written verification of results of potholing investigation and compliance with applicable UST removal regulations if UST is discovered.	Public Works will ensure potholing investigation results and tank removal permit (if required) are obtained at least one month prior to the start of demolition activities.	City of Long Beach			
HAZ-4 Soil Management Plan						
If soil contamination is found onsite at actionable levels, a Soil Management Plan (SMP) shall be prepared and, if required, approved by the Los Angeles Regional Water Quality Control Board. Soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with applicable provisions of state and federal law. The SMP shall include health and safety information for workers and posted on-site for the general public and would inform the various contractors and workers of the presence of soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.	Written verification of results from soil sampling during UST removal activities.	Public Works will ensure soil sampling results and soil mitigation (if required) is carried out prior to the start of construction activities	City of Long Beach			

4.3 Regulatory Compliance Measures

In addition to the mitigation measures discussed above, the proposed project would incorporate a number of regulatory compliance measures (RCMs) in order to avoid or minimize project impacts. RCMs that the proposed project would be required to comply with are detailed in Table 4-2, *Project Regulatory Compliance Measures*, below.

Table 4-2 Project Regulatory Compliance Measures

RCM No.	Measure Title	Description
Aesthetics		
AES-1	Light and Glare	Pursuant to the Long Beach Municipal Code (LBMC) Section 21.33.090(e), all lighting, reflective surfaces, or any other source of illumination shall not produce adverse effects on public streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly visible from any adjoining residential district.
Air Quality		
AQ-1	Demolition, Grading, and Construction Activities	<p>Pursuant to South Coast Air Quality Management District (SCAQMD) Rule 403, the proposed project shall:</p> <ul style="list-style-type: none"> ▪ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent. ▪ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. ▪ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust. ▪ All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. ▪ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. ▪ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. ▪ Trucks having no current hauling activity shall not idle but be turned off.
AQ-2	Odors	<p>Pursuant to SCAQMD Rule 402, the proposed project shall:</p> <p>A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which 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 which cause, or have a natural tendency to cause, injury or damage to business or property.</p>
AQ-3	Engine Idling	Pursuant to Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
AQ-4	Emissions Standards	In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RCM No.	Measure Title	Description
Biological Resources		
BIO-1	Nesting Bird Avoidance	If construction activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities. If active nests are discovered within 250 feet project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent.
Geology and Soils		
GEO-1	Seismic Hazards	The proposed project shall comply with all requirements established in LBMC Chapter 18.68, <i>Earthquake Hazard Regulations</i> , which adopts the provisions of Uniform Building Code Section 2303(b) with modifications.
Greenhouse Gas Emissions and Energy		
GHG-1	Green Building Standards	The proposed project shall comply with the 2019 standards for nonresidential structures pursuant to the California Code of Regulations, Title 24 Part 11, California Green Building Standards Code.
Hazards and Hazardous Materials		
HHM-1	Hazardous Materials Release Response Plans and Inventory	The proposed project shall comply with the requirements established in the California Health and Safety Code Chapter 6.95, Article 1, pertaining to the storage of hazardous materials on site, as further discussed in Section 4.4, <i>Hazards and Hazardous Materials</i> , of this report.
Hydrology and Water Quality		
HYDRO-1	Low-Impact Development (LID)	<p>Pursuant to LBMC Chapter 18.74, a LID plan shall be prepared to demonstrate the following:</p> <p>Stormwater runoff will be infiltrated, evapotranspired, and/or captured and used through stormwater management techniques as identified in Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:</p> <ul style="list-style-type: none"> i. The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48- to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or ii. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook –Industrial/Commercial, (2003); or <p>The volume of runoff produced from a 0.75-inch storm event.</p>
HYDRO-2	National Pollutant Discharge Elimination System (NPDES)	Pursuant to the Clean Water Act Section 402 and LBMC Section 8.96.110, the proposed project shall obtain and adhere to all requirements of the Long Beach NPDES MS-4 permit.

City of Long Beach
Fire Station No. 9 Replacement Project

RCM No.	Measure Title	Description
Noise		
N-1	Construction Noise	The proposed project shall comply with the provisions of LBMC Section 8.80.202A. through 80.202C., which prohibit construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday.
N-2	Operational Noise	The proposed project shall comply with all standards established in the City's Noise Ordinance (LBMC Chapter 8.80) for properties in Land Use District One, as further discussed in Section 4.5, <i>Noise</i> , of this document.
Transportation		
T-1	Construction Traffic Control Plan	Pursuant to LBMC Section 14.04.015, a construction traffic control plan (CTMP) that includes signage and flagging to alert motorists of any construction-related pending lane or road closures would be included in the proposed project.
Utilities		
U-1	Construction Debris Recycling	Pursuant to LMBC Chapter 18.74, the proposed project shall create a waste management plan for construction activities, divert at least sixty-five percent of construction debris, and provide documentation to the City to prove compliance.